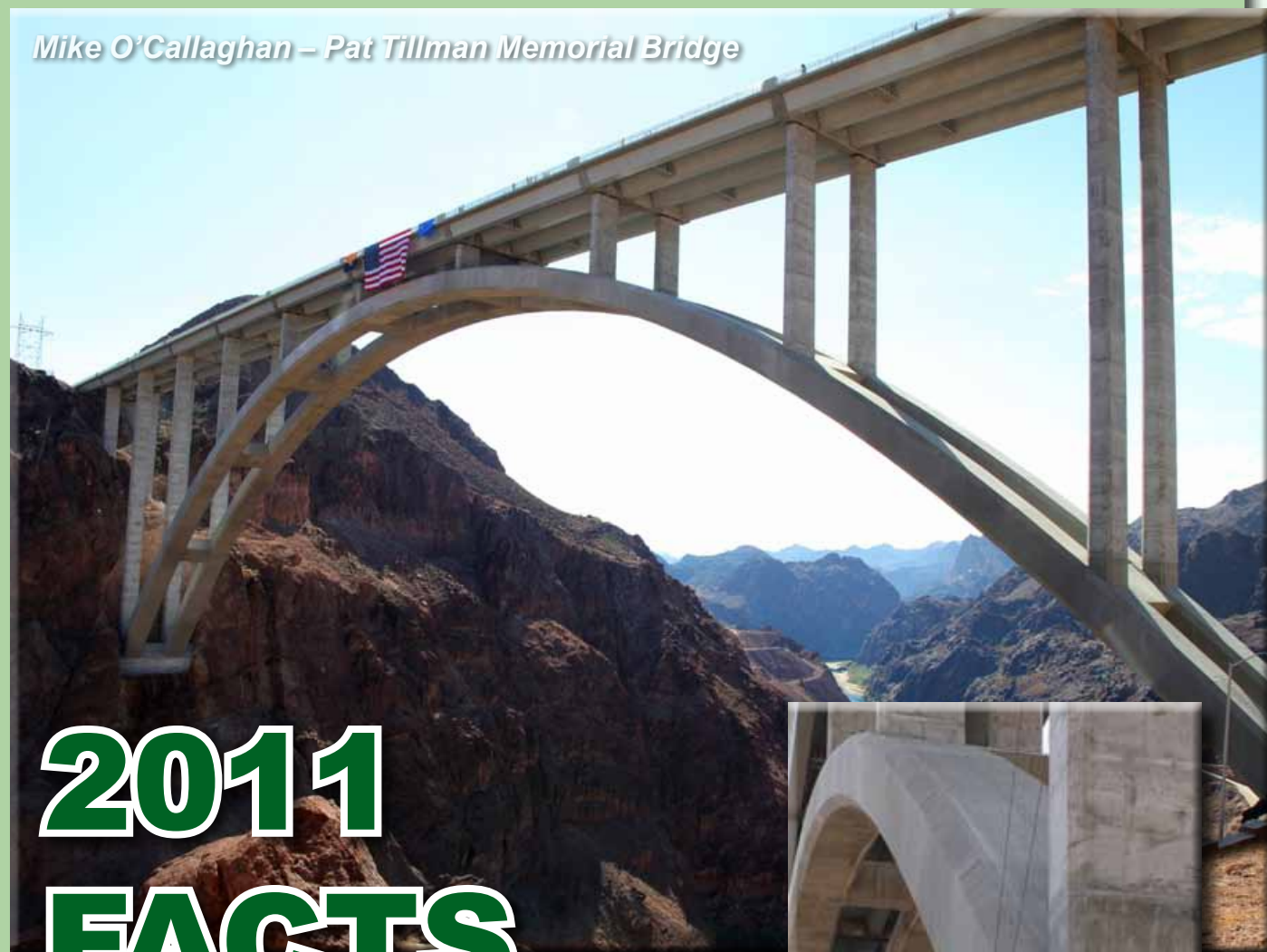


STATE OF NEVADA TRANSPORTATION



Mike O'Callaghan – Pat Tillman Memorial Bridge



2011 FACTS AND FIGURES







State of Nevada Transportation Facts and Figures 2011



Governor
Brian Sandoval

Director
Susan Martinovich, P.E.

Prepared By: Performance Analysis Division

**Nevada Department of Transportation
1263 South Stewart Street
Carson City, NV 89712
(775) 888-7000**

www.nevadadot.com

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The nation's leader in delivering transportation solutions, improving Nevada's quality of life.

Our Vision

Providing a better transportation system for Nevada through our unified and dedicated efforts.

Our Mission

- Integrity – Doing the right thing.
- Honesty – Being truthful in your actions and your words.
- Respect – Treating others with dignity.
- Commitment – Putting the needs of the Department first.
- Accountability – Being responsible for your actions.

Our Core Values

As one NDOT, our employees are key to successfully accomplishing our mission.

- Optimize safety.
- Be in touch with and responsive to our customers.
- Innovate.
- Be the employer of choice.
- Deliver timely and beneficial projects and programs.
- Effectively preserve and manage our assets.
- Efficiently operate the transportation system.

Our Goals



Investing in Nevada's Future



The Nevada Department of Transportation and our transportation partners invest in the transportation, mobility and commerce that move our great state forward.

Independent studies show an economic gain of approximately \$1.50 for every \$1 invested in Nevada transportation. Nationally, \$1 billion invested in transportation infrastructure creates or sustains more than 34,000 jobs. Transportation investment is the right thing to do. And this is the right time to do it.

That is why NDOT became one of the first three states to obligate all American Recovery and Reinvestment Act highway funds - federal money that went to road enhancements in each of Nevada's counties. That is why NDOT responsibly invests in accelerated road projects that keep our construction industry working and our state moving. And that is the reason we partner with elected officials and transportation and private partners to look to potential public-private partnerships as the future of responsible and sustainable road funding.

There is no more important investment than public safety. NDOT and our partners have launched Nevada's Zero Fatalities traffic safety goal. The state has been on the right road in continually reducing traffic fatalities for years. But, this new goal includes further traffic safety advancements and education recognizing that our work isn't done until everyone on Nevada roads returns home safely.

These investments in our state's future can't be made without partnering. Every day, NDOT partners with our state's elected leaders, with our transportation and local government partners, with our contractors and with Nevada citizens. The state's road projects are planned collaboratively, built on partnership and the prioritized needs of local agencies and partners. Our major projects are built through the Partnering Program, a structured program allowing NDOT and contractors to most efficiently collaborate to build the best road projects for Nevada- *often under budget and ahead of schedule*.

Partnering has even spurred such advancements as NDOT's new electronic bidding, allowing bids for transportation work to be submitted electronically to reduce unintentional calculation errors and NDOT staff time spent in reviewing bids.

Together, we are investing in the future. This investment, and this pride in the important transportation work we do, is all chronicled in the following pages of the NDOT 2011 Fact Book. Please enjoy this look at how the Nevada Department of Transportation is investing in Nevada's future!

Susan Martinovich, P.E., Director





Road Construction & Winter Road Condition Information

Call before driving.

All areas of the state **511** or 1-877-NVROADS (**1-877-687-6237**)

Road information is also available on the Internet at: www.nvroads.com.

To call any state office in Carson City, Reno, or Las Vegas toll free from outlying areas, call and give the operator the extension you desire **1-800-992-0900**

To call any state office from Las Vegas, call and give the operator the extension desired..... **(702) 486-3000**

To call any state office from Carson City or Reno, call and give the operator the extension desired **(775) 684-1000**

Other Frequently Called Numbers

Public Information

Carson City..... **(775) 888-7777**

Las Vegas **(702) 385-6504**

Customer Service..... **(775) 888-7000**

Director's Office..... **(775) 888-7440**

Construction Plans and Specifications **(775) 888-7070**

Contract Bidding Results **(775) 888-7070**

Overdimensional Vehicle Permits..... **(775) 888-7410**

or **1-800-552-2127**

Maps..... **(775) 888-7627**

Facsimile **(775) 888-7115**

ADA Technical Advisor..... **(775) 888-7598**

Web Sites

NDOT online..... www.nevadadot.com

NDOT E-mail info@dot.state.nv.us

Road Conditions www.nvroads.com

Transportation Board of Directors



Chairman
Brian Sandoval
Governor



Brian Krolicki
Lieutenant Governor



Catherine Cortez Masto
Attorney General



Kim Wallin
Controller



Frank Martin
District 1



Len Savage
District 2



Tom Fransway
District 3



Susan Martinovich, P.E.
Director



Rudy Malfabon, P.E.
Deputy Director Southern Nevada

Scott Rawlins, P.E., C.P.M.
Deputy Director Chief Engineer



Rick Nelson, P.E., F. ASCE
Assistant Director Operations

Bill Hoffman, P.E.
Assistant Director Engineering



Scott Sisco
Assistant Director Administration

**Tracy Larkin-Thomason, P.E.,
P.T.O.E., C.P.M.**
Assistant Director Planning



Engineering Districts and Major Maintenance Stations

District 1

LAS VEGAS (702) 385-6500
Fax (702) 385-6511
123 E. Washington Avenue
Las Vegas, Nevada 89101
Mary Martini, P.E.
District Engineer

Major Maintenance Station

TONOPAH (775) 482-2375
Fax (775) 482-2310
805 Main Street
Tonopah, Nevada 89049
Steve Baer, P.E.
Asst. District Engineer

District 2

RENO (775) 834-8300
Fax (775) 834-8390
310 Galletti Way
Sparks, Nevada 89431
Thor Dyson, P.E.
District Engineer

District 3

ELKO (775) 777-2700
Fax (775) 777-2705
1951 Idaho Street
Elko, Nevada 89801
Kevin Lee, P.E.
District Engineer

Major Maintenance Station

ELY (775) 289-1700
Fax (775) 289-1710
1401 East Aultman Street
Ely, Nevada 89301
Randy Hesterlee, P.E.
Asst. District Engineer

Major Maintenance Station

WINNEMUCCA (775) 623-8000
Fax (775) 623-8038
725 W. 4th Street
Winnemucca, Nevada 89445
Dave Lindeman, P.E.
Asst. District Engineer

Note: District boundaries are shown on the map on the inside of the front cover. Maintenance stations and relative sizes are shown on page 45.



NDOT maintenance districts are an integral part of the construction, operation and maintenance of state roads, ensuring road safety with such tasks as this expertly-performed pavement striping.

NATIONAL ENGINEERING EXCELLENCE AWARD

American Council of Engineering Companies

DESIGN-BUILD MERIT AWARD

Design-Build Institute of America

Since completing ahead of schedule in 2009, NDOT's I-15 North Design-Build Project has been providing smoother and safer transportation for more than 100,000 vehicles a day. The project was NDOT's first design-build project, using innovative partnering and design processes to complete construction more quickly and cost effectively than traditional projects.



PROJECTS OF THE YEAR

- Best Project Over \$20 Million – Carson City Freeway Phase 2A
- Best Project \$10-\$20 Million – V&T Railway

American Public Works Association- Nevada Chapter

NDOT's Carson City Freeway Phase 2A project was recognized as the state's best project over \$20 million. NDOT also oversaw stewardship of the V&T Railway project to resurrect the historic Virginia and Truckee Railroad. The project was named the American Public Works Association's best Nevada project between \$10 and \$20 million.



AMERICA'S TRANSPORTATION AWARD BEST ON-TIME SMALL PROJECT IN WESTERN STATES

American Association of State Highway/
Transportation Officials

Using close interaction with the public and extensive partnering with the contractor, NDOT's new traffic roundabout near Elko completed on time and under original budget estimates even amid weather restrictions.

"BEST IN THE BASIN" AWARD

Tahoe Regional Planning Agency

NDOT constructed treatment and disposal facilities in Lake Tahoe to safely treat and/or evaporate the wastewater accumulated from roadside drainage basins. The cost-effective and environmentally-sound facilities are expected to save \$4 million over twenty years.

Continued on next page

SAFE COMMUNITY PARTNERSHIP RECOGNITION

NDOT Road Safety Audit Manager Jaime Tuddao was honored for oversight of road safety audits which bring together traffic engineering, safety, law enforcement and other experts to recommend and implement low-cost, immediate measures to improve road safety.



BEST TECHNICAL PAPER

**Institute of Transportation
Engineers – Intermountain Section**

NDOT engineers Mike Fuess and Jae Pullen developed an award-winning technical paper on an innovative study of NDOT's premier Washoe Valley wind warning system. The system allows high-profile vehicles to avoid the area's main highway during high winds.

OUTSTANDING GOVERNMENT AGENCY 2011

Alliance for Victims' Rights

NDOT was recognized for leading the statewide Zero Fatalities traffic safety goal; helping to prevent Nevada citizens from becoming victims of illegal and dangerous driving behaviors.

PEOPLE'S CHOICE AWARD / SECOND PLACE / THIRD PLACE

Nevada Geographic Information Society

Two maps produced by NDOT mapping and environmental division staff received recognition in the Nevada Geographic Information Society's professional map competition.

GRAND PRIZE and PEOPLE'S CHOICE AWARD

**American Association of State
Highway/Transportation Officials
FACES OF TRANSPORTATION
PHOTO CONTEST**

NDOT photographer Julie Duewel received both the Grand Prize and People's Choice Award for a photograph of a safety inspection of the Hoover Dam Bypass Bridge situated 900 feet above the Colorado River.



SAVING LIVES

Every life matters. From centerline rumble strips to safety crossings, NDOT and our safety partners continue to implement a number of life-saving strategies to help reduce traffic deaths on Nevada roads. In 2011, NDOT led the launch of the state's Zero Fatalities goal, an aggressive new goal to save lives through unified traffic safety education, engineering, enforcement and more.



SAVING THE ENVIRONMENT

NDOT's use of recycled rubber tires in repaving of Interstate 15 through the heart of Las Vegas is just one of many recent advances in innovative, sustainable road construction and maintenance.

Complete equipment rebuilds are one component of NDOT's equipment preservation program. NDOT continues to rebuild pieces of equipment such as loaders and water trucks to double equipment life at as little as half the cost of new, saving up to \$50,000 per machine.



PRESERVING INFRASTRUCTURE

Nevada's bridges were ranked as the nation's best by a Transportation for America review of FHWA National Bridge Inventory data. The data shows only 2.2% of Nevada bridges as structurally deficient, compared to a national average of 11.5%. Structurally deficient bridges are not necessarily about to fail, rather these bridges become a priority for corrective measures and may be posted to restrict vehicle weight.

ROAD INFORMATION AT THE TOUCH OF A BUTTON

NDOT's 511 Nevada Traveler Information provides free, instant Nevada road conditions by phone and Internet. Since debuting in 2006, the system has received more than three million calls for road information. System development was funded by NDOT's roadside logo sign program at no taxpayer expense.

ON-LINE ENHANCEMENTS

NDOT launched a redesigned website providing quicker and easier access to Nevada transportation information. The site's 12 previous main navigation links were reduced to six for easier navigation. Other new website features include quick links to information on alternate transportation, as well as the ability for NDOT staff to immediately post updates to the site.

Thanks to regulatory updates made by the 2009 Nevada Legislature, NDOT is implementing an electronic bidding system for more cost and time-effective electronic bidding. By allowing contractors to submit bids electronically, the system is estimated to reduce manual processes, such as the time and paperwork required to manually review all bids, by 70%, allowing NDOT to relocate staff to other vital tasks.



TRANSPORTATION FOR ALL

NDOT has utilized Federal Transit Administration funds to purchase more than 400 buses and other transit vehicles offering transportation for the disabled, the elderly and those needing a ride to employment, medical treatment and more. NDOT worked with the Federal Transit Administration to give an extra 10% in certain federal transit funding categories to Nevada's rural bus providers. This increase equates to an additional \$700,000 annually to help local transit providers continue, instead of reduce, vital transit services across Nevada.



BIKE TO WORK WEEK

Supporting alternate means of transportation is an important part of what NDOT does. NDOT Carson City employees logged the most miles and individual trips during Bike to Work Week 2011, with 1,117 total miles biked.

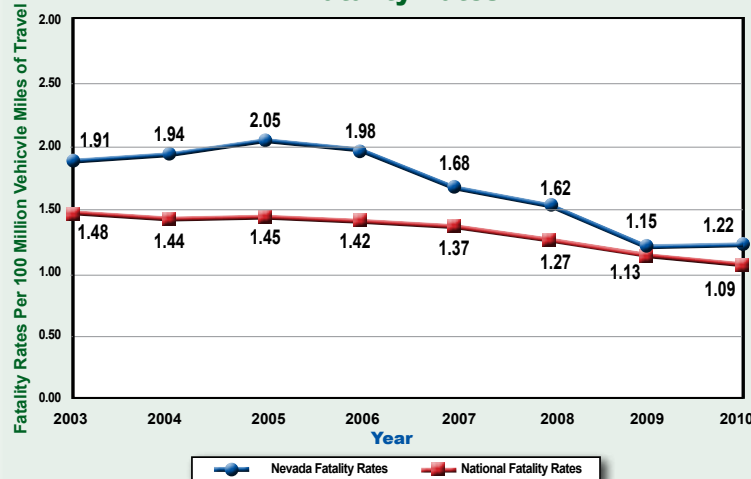
CONNECTING NEVADA

NDOT recently embarked on phase 2 of the Connecting Nevada plan. The plan brings together and elevates existing transportation plans of nearly 25 agencies into a shared vision to enhance mobility and transportation safety and environmental stewardship for Nevada. It's all to connect Nevada residents with a diverse and sustainable transportation system today and in the future.

EDUCATION FOR ALL

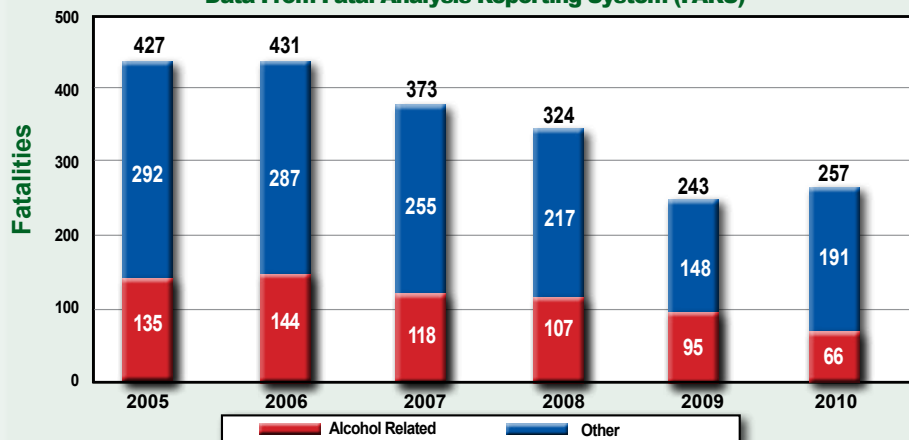
NDOT inspires the engineering leaders of tomorrow with hands-on training provided to students of all ages. One example: NDOT participated in transportation-themed career days at elementary schools throughout Clark County. Students enjoyed climbing in and touring various NDOT vehicles. The department even received a Certificate of Appreciation from Whitney Elementary for donating clothing and classroom supplies and supporting the school throughout the 2010-11 academic year.

Fatality Rates

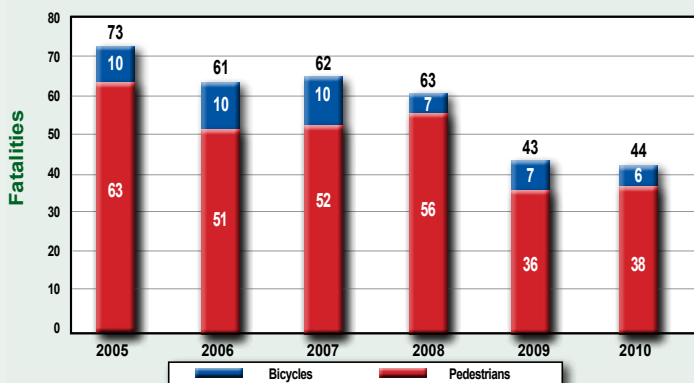


Fatalities By Cause

New Definition by National Traffic Safety Administration
Data From Fatal Analysis Reporting System (FARS)

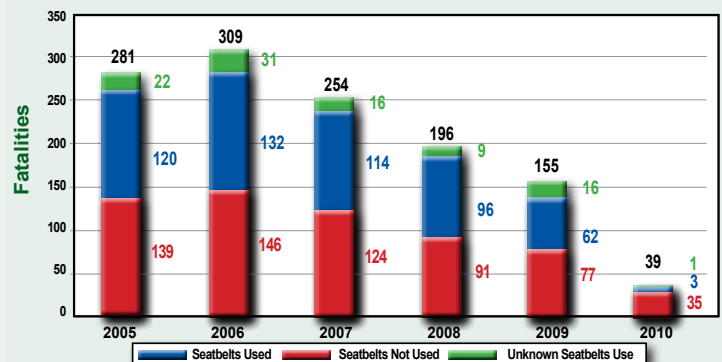


Statewide Pedestrian & Bicycle Fatalities



Seatbelt Use For Fatalities Where Seatbelts Were a Factor

Seatbelt Use Statistics Are Not Available For Many Crashes



Regionally Significant Projects

Significant Projects Begun In The Past Three Years:

2009

I 15 South Phase 1 [Design Build] fm Silverado Ranch Rd to Tropicana Ave: Capacity improvements; \$277 M
 I 15 fm CA/NV Stateline to 4.38 M N of Jean Intg; Coldmill, PBS w/Open grade; \$26 M
 I 515 fm Southern Beltway (I 215) to Charleston Blvd; ITS Infrastructure for Fast Package B; \$22 M
 US 95 fm Laughlin Hwy to 2 MS of Searchlight (Phase IV); Construct 4 lane divided highway; \$55 M
 Horse Drive at US 95 fm Grand Canyon Dr. to Fort Apache Dr.; Construct a 6-lane overpass w/interchange at US 95; \$52 M
 US 395 fm South Carson Street to Fairview Drive. (Package 2 B-1) Construct bridges and fence; \$17 M

2010

I 15 fm CA/NV Stateline to I 15/I 215 Intg (Southern Beltway); FAST Package C; \$16.5 M
 I 215 Southern Beltway at Airport Connector - Phase 2; Upgrade interchange; \$160.5 M
 US 95 fm Washington Ave to Ann Rd (Package 1); Widen fm 6 to 8 lanes: Add aux. Lanes; \$103.5 M
 US 95 at Summerlin Pkwy; Construct HOV flyover & bridge connecting Summerlin Pkwy & US 95; \$40 M
 US 95 fm 0.40 M S of Kyle Canyon Road to 1.20 M N of FR CL34 in Indian Springs; Coldmill, PBS w/Open grade, flatten slopes, extend drainage, reconstruct ramps, lighting, expend accel and decel lanes; \$30 M
 SR 160 Pahrump Valley Rd fm Durango Dr to Red Rock Canyon Rd; Widen to 2 to 4 lanes; \$16 M
 I 80 fm 0.92 MW of the McCarran Scenic Overlook to 1.41 ME of the Painted Rock Intg; Coldmill, PBS w/Open grade; \$20.5 M
 I 580/US 395 at Meadowood Mall Way; Add ramps, frontage roads and extend Meadowood Mall Way to Kietzke Lane; \$31.8 M
 I 580 fm Moana Lane to I 80; Add NB Auxiliary Lanes and Operational Improvements; \$66 M
 I 80 fm 1.87 ME of Oasis Intg to 3.07 MW of Pilot Peak Intg; Cold in Place Recycle, PBS w/Open Grade; \$29 M
 US 93 fm 1.82 MS of Halleck & Secret Pass Rd to Clover Valley Rd; Cold in Place Recycle, PBS w/Open grade; \$15.6 M
 US 95 fm 3.13 MN of China Wash to 0.79 MS of Dry Wash; Coldmill, PBS w/Open Grade; \$18.4

2011

US 95 N fm Washington Ave to Ann Rd (Package 1); Widen fm 6 to 8 lanes: Add aux. Lanes; \$145 M
 Mesquite Blvd at I 15; Reconstruct the interchange; \$25 M
 I 80 fm Robb Dr to Vista Blvd (Design Build); Pavement, auxiliary lanes, ITS, ramps; \$85 M

Significant Projects Planned For The Next Three Years:

2012

I 15 at Cactus Avenue in Las Vegas; 6 lane roadway w/ interchange at I 15; \$65 M
 I 15 at "F" Street; 2-lane underpass beneath I 15 between McWilliams Ave and City Parkway; \$21.2 M
 US 93/95 Boulder City Bypass (Phase 1 - Package 2); new 4 lane controlled access freeway w/interchanges; \$34.4 M
 US 93 Boulder City Bypass (Part 1, Pkg 2); Construct frontage rd to subgrade, retaining wall, drainage and utilities; \$24 M
 SR 650 McCarran Blvd fm Mira Loma Dr to Greg St; Widen fm 4 to 6 lanes and 3R; \$25 M

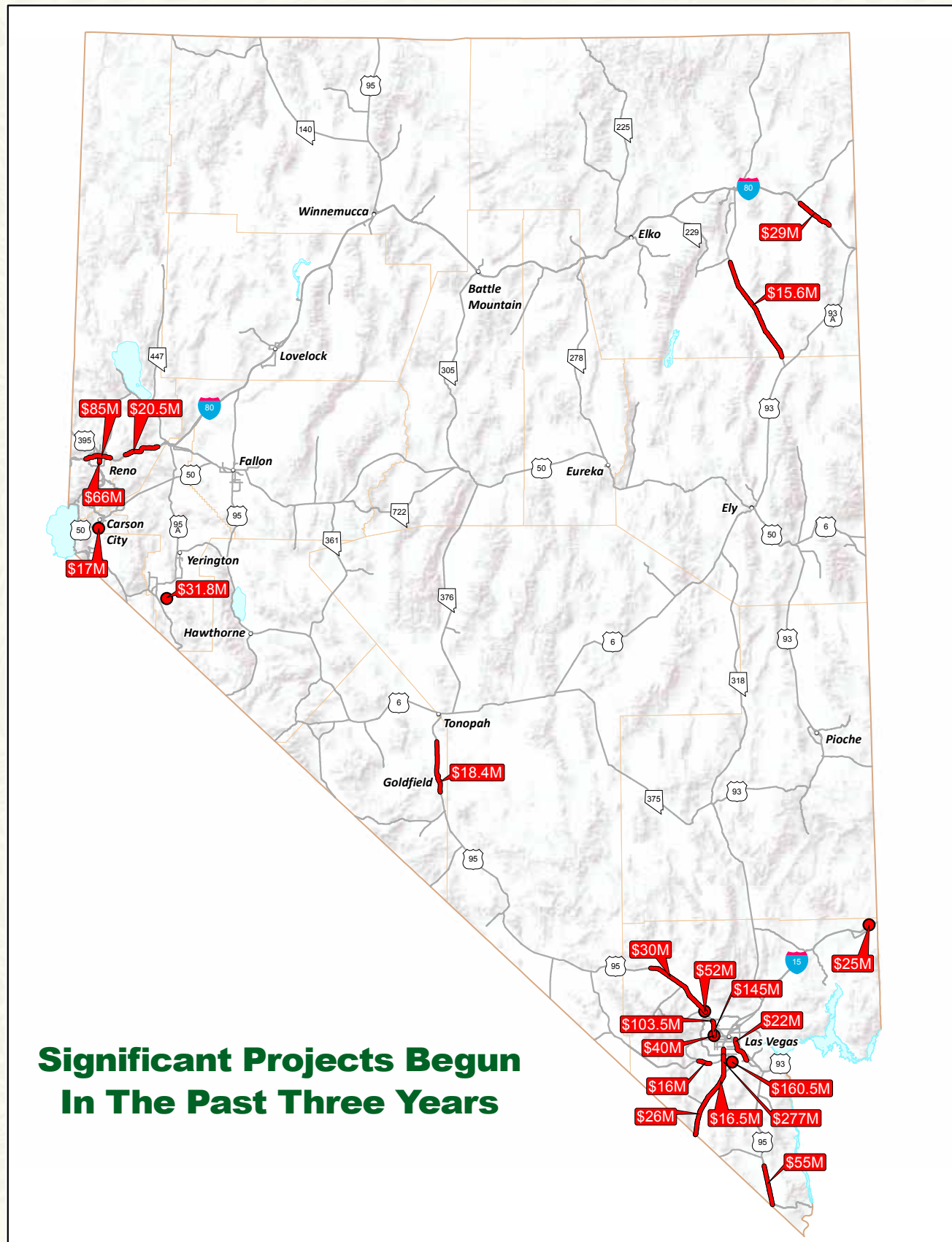
2013

Washoe Regional Road Operations Center; \$25 M, Not on map- location to be determined
 North 5th St fm Carey Ave to Cheyenne Ave; 4-lane roadway w/ overpass at I-15; \$22.7 M
 Laughlin fm Needles Hwy to Bullhead City, AZ; Construct new Colorado River bridge and related road works; \$28 M
 I 15 fm Spring Mtn Rd to W of Spaghetti Bowl at Rancho Blvd (NEON package 1) Widen, build HOV, reconstruction, ramps, etc.; \$25 M

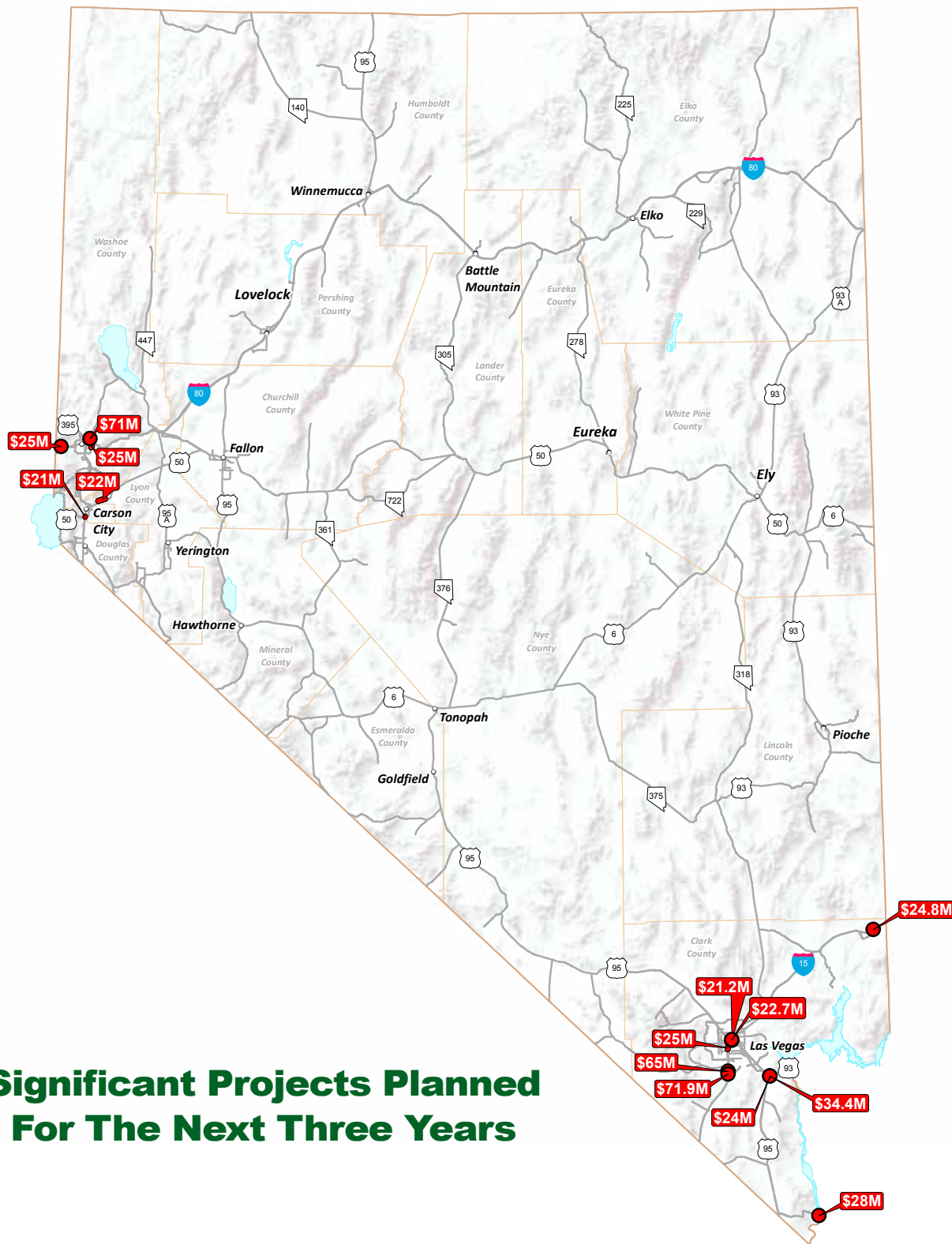
2014

I 15 at Starr Ave; Construct new interchange; \$71.9 M
 SR 445 Pyramid Highway at North McCarran Blvd; improvements to intersection; \$17.1 M
 I 80 at Garson Rd; Interchange improvements; \$25 M
 US 395 fm South Carson St to Fairview Dr; Construct a controlled access facility; Phase 2B-2 Package 2; \$21 M
 US 50 fm CC/Lyon County line to 1 ME of SR 341; Widen to accommodate median, new interchange and off-system roads; \$22 M
 I 15 at Pioneer Blvd extension; new interchange; \$24.8 M

Note: These projects are shown on the maps on the following pages.



Regionally Significant Projects



**Significant Projects Planned
For The Next Three Years**

The Freeway Service Patrol provides cost-free motorist assistance, alleviating congestion caused by disabled vehicles or incidents, thereby reducing delays and enhancing motorist safety. The Freeway Service Patrol has become a welcome and trusted friend in Las Vegas and Reno. Below are some statistics showing the great job done by the Freeway Service Patrol.



Freeway Service Patrol Statistics Fiscal Year 2011

Assistance Provided By Incident Type	Las Vegas	Reno	Statewide Total
Abandoned Vehicles	5,210	2,275	7,485
Debris in Roadway	9,595	1,579	11,174
Lost Motorists Re-directed	302	92	394
Pedestrians in Roadway	194	88	282
Stopped Motor Vehicles - ok	8,190	3,584	11,774
Disabled Motor Vehicles	13,872	4,245	18,117
Motor Vehicle Accidents	1,408	717	2,125
Medical Emergencies	19	12	31
HazMat Incidents	18	0	18
Brush Fires	8	1	9
SMV-Scene Safety	617	1,530	2,147
Animal Rescue	11	29	40
Lock Out	19	4	23
Unsecured Load	314	75	389
Other Types of Incidents	17	6	23
Incident Totals	39,794	14,237	54,031
Motorists Assisted (Helped)	19,245	9,559	28,804
Patrol Miles Traveled	424,791	296,832	721,623
Assists	16,762	6,931	23,693

Performance Management Plan and Performance Measures

NDOT uses performance measures to link projects to the core vision, mission and goals of the Department, ensure investment accountability, and deliver high quality performance-based projects. The Department has established ultimate and annual targets for each measure, except for a few that are still under development. Because of budget limitations, some of the annual targets are not expected to be reached. For a complete look at Department performance measures, go to <http://www.nevadadot.com/documents>, and then click on "Annual Performance Management Report - fy 2011". Following are the performance measures organized by major divisions:

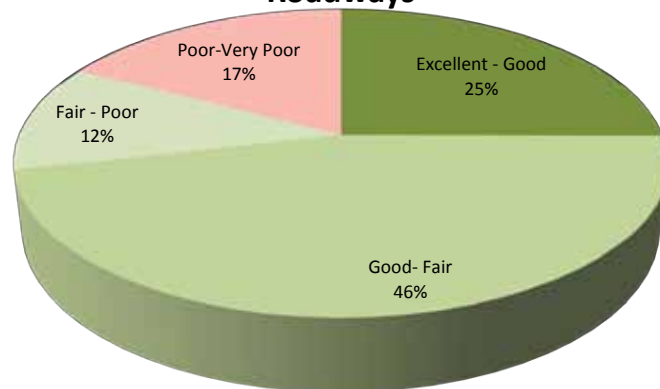
Reduce Work Place Accidents: Number of work place injuries and illnesses compared to total number for employees and comparing total requiring medical attention to total number of employees as documented through OSHA 300 Log Report. Yearly Target - 10% reduction in work place accidents, with the ultimate target of zero work place accidents

Provide Employee Training: Percentage of employees trained in accordance with prescribed training plans.

Improve Employee Satisfaction: Number rating of employees' satisfaction surveys. Ultimate target – 80%

Streamline Agreement Execution Process: Percentage of Agreements executed within 45 days from when division submits agreement to date when fully executed. Yearly Target – 50% with ultimate target of 95%

NDOT Performance in Maintaining the Roadways



Improve Customer Satisfaction:

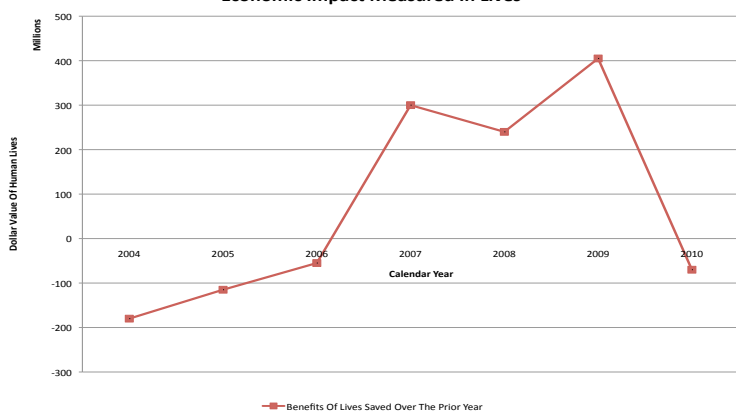
Number rating of public opinion and customer/user surveys. Annual Target – annual increases in public opinion and customer/user ratings.

Reduce Congestion On State System:

Reduce congestion, improve travel time, and reduce delay. Annual Target – Urban Roadways - maintain congestion at level of service D for 85% of state urban roadways.

Rural Roadways - maintain congestion at level of service D for 90% of state rural roadways.

Economic Impact Measured In Lives



Every life saved adds about \$5 million to future economic earning power.

Performance Management Plan and Performance Measures

Streamline Project Delivery – Construction (Bid Opening To Construction Completion):

Percentage of projects within established range of cost estimate and schedule to completion. Yearly Target – 25% reduction in projects falling behind schedule

Maintain State Highway Pavement: Percentage of state maintained pavements in fair or better condition as rated through the International Roughness Index. Ultimate Target – 100%

Maintain Department Fleet: Percentage of fleet meeting replacement criteria and condition criteria. 95% rate of compliance for mileage/hourly requirements.

Maintain Department Facilities: Percentage of building facilities that comply with regulatory building and safety codes. Yearly Target – Increase compliance by 3% with ultimate target of 100%.

Emergency Management, Security, and Continuity Of Business Operations: The percent of the seven NDOT Emergency Plans that have been completed, and training and education have been provided to appropriate personnel. Ultimate Target – 100%

Reduce Fatal Crashes: Number of fatalities on Nevada's streets and highways. Yearly Target – Reduce fatalities by 100 with ultimate target of zero fatal accidents.

Streamline Project Delivery – Schedule And Estimate After NEPA Approval To Bidding:

Percentage of projects completed within range of established estimate and schedule after approval of environmental documents. Ultimate target – 100%

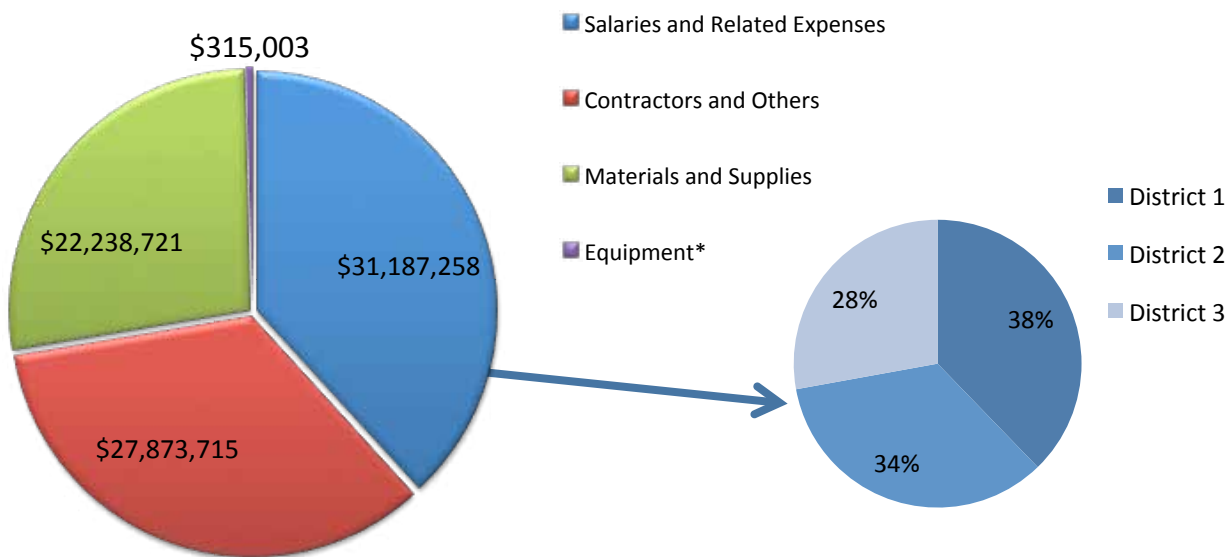
Maintain State Bridges: Percentage of NDOT owned bridges which are eligible for federal funding and are categorized as structurally deficient or functionally obsolete. Yearly Target – Reduce the number of deficient bridges by one per year with ultimate target of zero deficient bridges.

Streamline Permitting Process: Percentage of encroachment permits issued or rejected within 45 days of receipt. Ultimate target – 95%



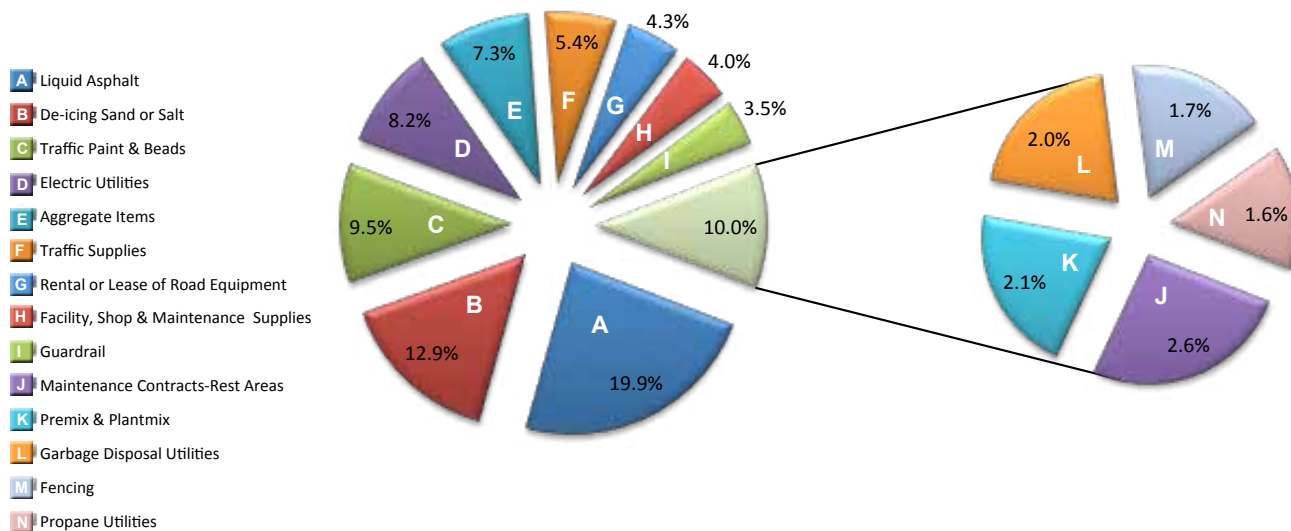
Maintenance Costs and Activities

Maintenance Costs Based on Fiscal Year 2011 Expenditures



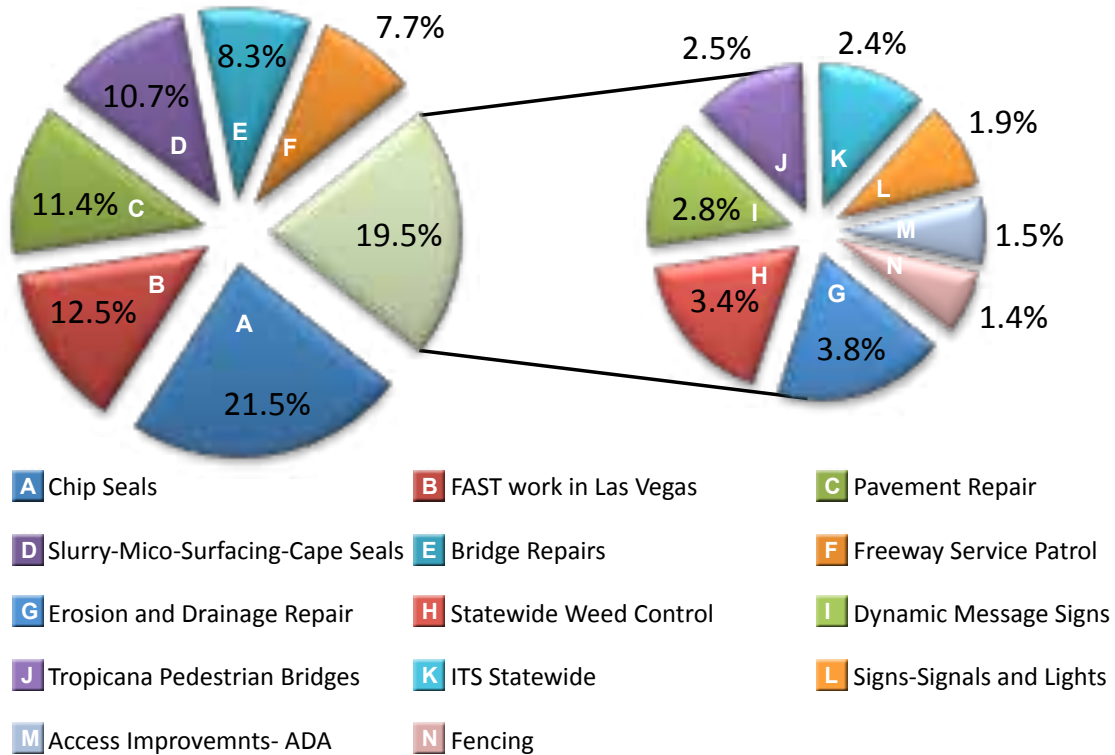
Statewide Expenditure * Non-Rental equipment: i.e. large tools, accessories, etc.

Salaries by District

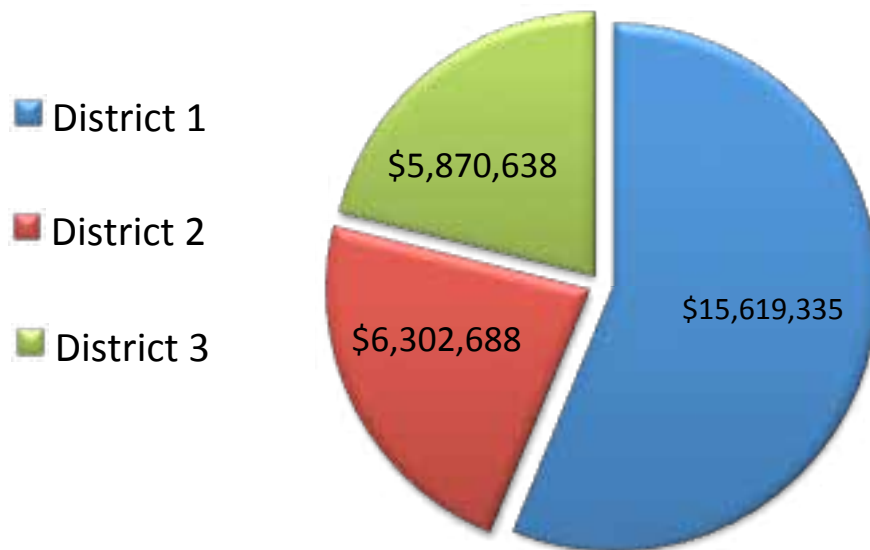


Expenditures for Materials and Supplies

Maintenance Costs Based on Fiscal Year 2011 Expenditures

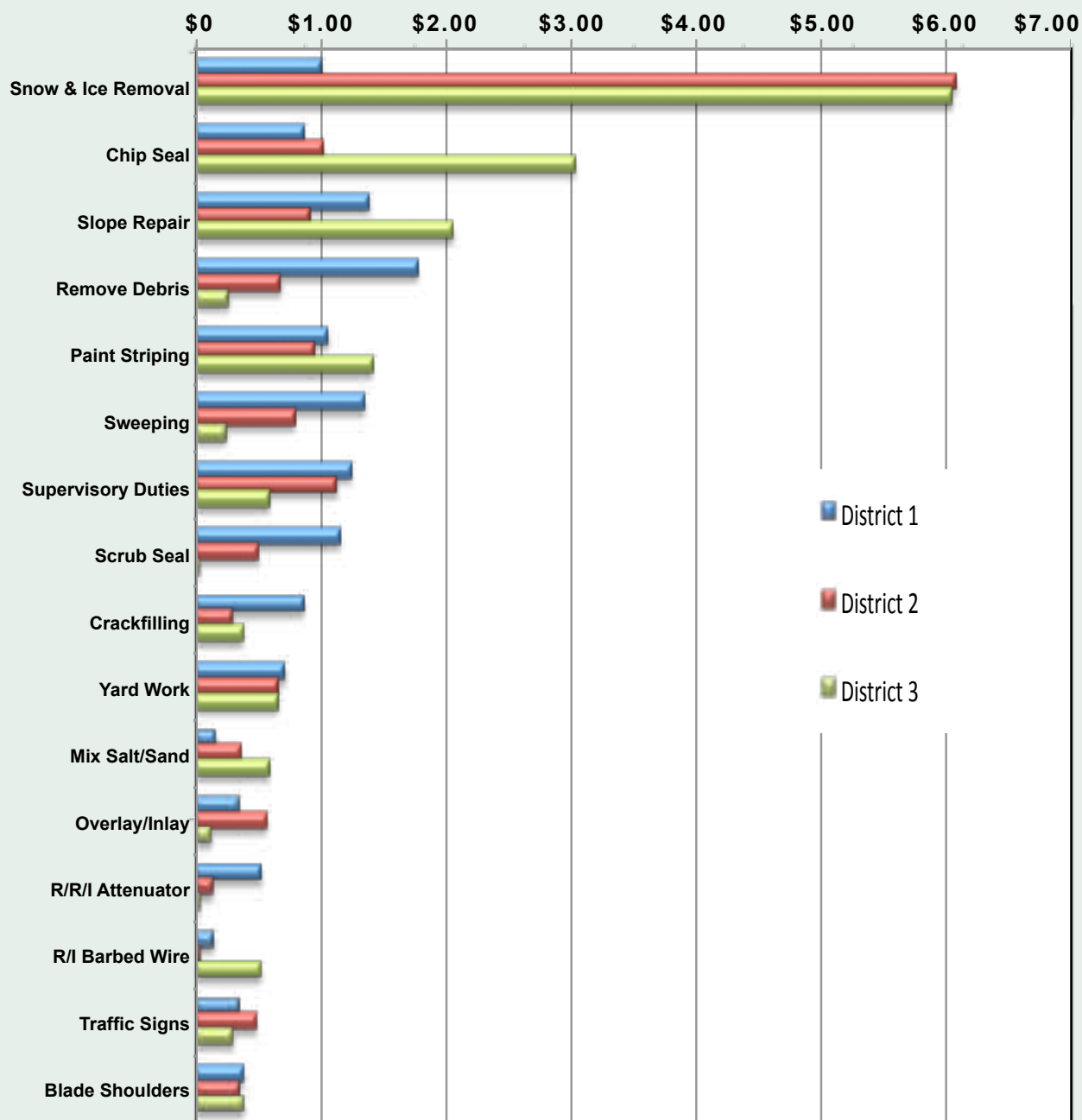


Contractor Payments by Type of Work



Contract Payments by District (includes maintenance contracts)

Maintenance Activities Based on Fiscal Year 2011 Expenditures



Top Expenditures Per District
(In Millions Of Dollars)

Innovative Roadway Financing and Public Private Partnerships

PARTNERING PROGRAM

Nevada transportation needs have become more complex while funding becomes increasingly limited.

To continually produce top quality projects at a cost savings, NDOT and the Associated General Contractors continue the Partnering Program to further formalize ways to reduce construction delays and build the best project. To accomplish this, all NDOT projects over \$10 million now utilize mandatory partnering procedures to help quickly resolve issues before they impact project cost or completion.



PIONEER PROGRAM

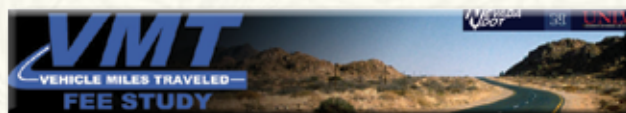
www.pioneerprogram.com

Nevada's population has expanded in past years. Meanwhile, the purchasing power of transportation funding has declined, creating a gap between available funding and the road projects needed to keep Nevada moving.

The State Transportation Board authorized NDOT to explore innovative financing and construction methods to help solve Nevada's growing transportation and congestion problems. In response, NDOT developed the Pioneer Program, a solution-oriented innovative project delivery and finance initiative designed to ensure prompt delivery of needed projects, decrease traffic congestion and provide a more efficient transportation system. These partnerships usually include the greater assumption of risk by the private partner, rather than taxpayers, along with specified responsibilities, performance and quality assurances to the taxpayer. While each entity shares in the risks and rewards, the involved government partner maintains control and ownership of the project and sets the standards under which the private partner must build, maintain and possibly operate the facility.

VEHICLE MILES TRAVELED FEE STUDY

www.vmtfeenv.com



In future years, Nevada will be billions of dollars short in road funding due in part to increases in inflation, increased use of alternative fuel vehicles, and new fuel efficiency standards expected to cut fuel consumption nearly in half after 2016. To research a sustainable and viable funding source for our roads, NDOT's Vehicle Miles of Travel Fee study will assess and evaluate VMT fees as a potential fuel tax replacement. This study will review policy, privacy, technology, administration and equitability aspects of potentially replacing the current fuel tax with a vehicle miles traveled fee. In a VMT system, drivers pay based on miles driven instead of paying per-gallon fuel taxes. Vehicle

miles traveled systems have been evaluated, even endorsed, by national panels of experts initiated by the U.S. Congress. More than 16 other states are currently evaluating the feasibility of a VMT fee system. Should VMT be instituted nationally, this research study will give Nevada a head start in understanding how a VMT system might work for the citizens of the state, and which technologies would best protect the privacy of each citizen. Throughout the process, Nevada citizens have an opportunity to provide feedback and have any questions about the study answered.



Operational Improvements

RIGHT-OF-WAY INFORMATION NETWORK

NDOT Right-of Way staff oversee ownership and right-of-way actions for state road property across Nevada, along with nearly 700 encroachment permits processed each year. The processing of these and other vital right-of-way and engineering documents is now more efficient with the new IRWIN, or Integrated Right of Way Information Network, system.

The web application helps electronically manage all right-of-way documents, property acquisition, property inventory, encroachment permitting and billboard permitting. Computer dashboards allow authorized internal users to complete permitting queries or obtain needed information accurately and efficiently, all to optimize NDOT's important task of managing and utilizing state road property.

NEW CONSTRUCTION METHOD: CONSTRUCTION MANAGER AT RISK

The Construction Manager at Risk (CMAR) method of road construction can improve constructability, expedite project construction and decrease costs by involving the construction contractor in project design. With both a highly-qualified designer and contractor collaborating to develop the most effectively-constructed and innovative road project, time and cost efficiencies can be maximized.

New legislation has given the state ability to utilize this method to build the safest and most efficient roads for Nevada. NDOT is developing policies and procedures to guide use of this important new construction method.



INTEGRATED TRANSPORTATION RELIABILITY PROGRAM

Across the nation, congestion is estimated to cost \$78 billion per year. NDOT's Integrated Transportation Reliability Program (ITRP) aims to implement new and innovative programs to prevent congestion and keep Nevada moving. Bringing together stakeholders statewide, NDOT's ITRP program will develop strategies to keep travel time reliable in Nevada.

TRAFFIC INCIDENT MANAGEMENT (TIM) COALITION

NDOT's Regional Concept of Transportation Operations (RCTO) aims to prevent congestion and keep Nevada moving.

The program's Traffic Incident Management Coalition began in southern Nevada, bringing emergency response and transportation agencies together to enhance emergency response to the over 15,000 traffic crashes that occur each year in the Las Vegas valley. Since inception of the Traffic Incident Management Coalition in southern Nevada, freeway system delays have been reduced by as much as 40 percent.

In 2011, NDOT began the program in northern Nevada, bringing greater Reno-area agencies together to further advance transportation management and emergency response in northern Nevada.

I-80 WINTER OPERATIONS COALITION

Interstate 80 is a vital east-west corridor carrying economic freight and travelers year round. Winter weather is common where the important interstate crosses through the high elevations of California, Nevada, Utah and Wyoming.

To keep vehicles and commerce safely moving from state to state on the Interstate, NDOT leads the I-80 Winter Operations Coalition. The Coalition looks to provide easy-access road reports and consistent winter road operations for drivers and vital commerce traveling from state to state.



Coalition states strategically plan to coordinate winter road operations, resources and training, share weather and traffic data and information, as well as winter road innovations from across the nation. It's all to increase year-round mobility and safety of the motorists and vital commerce that traverse the interstate each winter.

EMERGENCY MANAGEMENT

Imagine this: devastating snow, rain and wind threatens lives and damages vital infrastructure across Nevada. A tsunami in Lake Tahoe puts northern Nevada's largest cities at risk. Or a hazardous material spill threatens some of Nevada's most vital transportation links, putting hundreds of thousands of motorists at risk. NDOT has the responsibility of protecting motorist safety and Nevada's vital, and valuable, transportation links. That is why the Department routinely prepares for such non-routine emergency scenarios as listed above.

Here are some of the recent simulated emergency training exercises which have taught NDOT staff to quickly and effectively come together to protect Nevadans and the vital transportation infrastructure on which the state relies:

EMERGENCY TRAINING EXERCISES

California-Nevada Cross-Border Executive Tabletop June 2010 scenario involving a Lake Tahoe tsunami testing the Interstate Assistance Compacts and Emergency Management Assistance Compacts

Improvised Nuclear Device July 2010 improvised nuclear device scenario testing the role of senior-level NDOT employees

Nevada Viper/Sidewinder '11 April 2011 hazardous materials accident scenario testing NDOT's role in the State Comprehensive Emergency Management Plan (SCEMP)

Operation Safe Route April 2011 hazardous materials incident scenario testing the district annex to the NDOT Emergency Operations Plan

Operation White Tiger July 2011 scenario involving enormous snowstorm in northern Nevada, wind/snow in mid-Nevada and wind/rain in southern Nevada testing the NDOT Emergency Operations Plan

Certain exercises also fulfill federal Homeland Security requirements, potentially helping the state receive emergency response grant money.

ZERO FATALITIES

www.zerofatalitiesnv.com

Nevada traffic fatalities have declined in recent years. But, the Nevada Department of Transportation knows that one traffic death is too many. Along with transportation and safety partners across the state, we have launched Nevada's new Zero Fatalities goal.

To help reach Zero Fatalities, the Nevada Strategic Highway Safety Plan was updated in 2010 with additional life-saving strategies. The plan, first developed in 2006, includes traffic engineering, enforcement, education and emergency response strategies to save lives and help Nevada reach the all-important goal of Zero Fatalities.

Zero[®]
Fatalities
Drive Safe Nevada

ROUNDBOUTS

www.nevadadot.com/roundabout

A one-way circular intersection in which traffic flows around a center island without stop signs or signals, traffic roundabouts are being installed by NDOT to enhance safety. Because traffic enters and exits through right turns only, the occurrence of severe crashes in roundabouts is less than in many four-way intersections. Lower speeds, increased traffic capacity and decreased delays, congestion, fuel consumption and air pollution are other roundabout benefits found in many national roundabout studies.

NDOT's installation of a roundabout in Spring Creek was recently named as the best on-time project under \$25 million in the western states by the American Association of State and Highway Transportation Officials.

FLASHING YELLOW ARROW TURN SIGNALS

www.nevadadot.com/safety

As an innovative way to enhance safety, the Nevada Department of Transportation and local government partners are installing flashing yellow turn arrows at certain signalized intersections.

As an enhancement to the existing green left-hand turn signals, the flashing yellow arrow allows vehicles to turn through an intersection after yielding to oncoming traffic. By allowing turns when oncoming traffic has a green light, the new signals allow more vehicles through an intersection and help reduce traffic delays. With its flashing yellow color, the new turn signals are also safer by reminding motorists to yield before turning.



SAFE ROUTES TO SCHOOL

www.walknevada.com

The NDOT's Safe Routes to School program targets school children, grades K-8, providing education, encouragement, enforcement and engineering solutions to provide safe and appealing programs and facilities related to walking and biking to school. The goal of the program is to reduce the number of children arriving to school by vehicles thereby increasing the student physical activity level and health, improving air quality, reducing fuel consumption and improving student safety in the vicinity of schools. Nevada has provided over 5.5 million in Federal dollars for Safe Routes programs to communities and school districts via a competitive grant process.



WILDLIFE SAFETY CROSSINGS

www.nevadadot.com/safety

In a recent five-year span, there were over 2,000 reported vehicle-animal collisions in Nevada.

Wildlife safety crossings are passages above or beneath roadways that are designed to increase road safety and reduce these collisions by allowing wildlife to safely cross. To help prevent driving safety hazards and preserve wildlife populations and habitat, NDOT, the Nevada Department of Wildlife and other partners have installed safety crossings on roads with high vehicle-animal collision rates or safety concerns.

ROAD SAFETY AUDITS

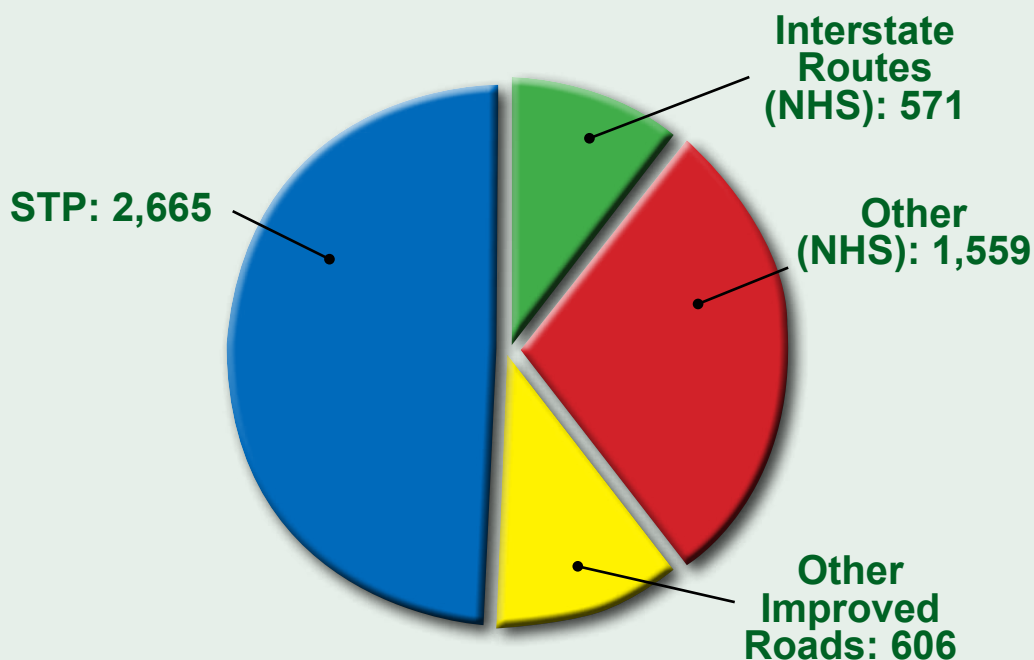
Nevada's road safety audits bring together safety and engineering experts to evaluate new or existing roads for potential safety improvements. Eighty percent of the safety recommendations suggested are made, helping to reduce fatal and injury crashes.

Roadway System Mileage (Centerline Miles)

There are two federal-aid highway systems: the National Highway System (NHS) and the Surface Transportation Program (STP). Most roads maintained by NDOT, and some maintained by other agencies, are federal-aid highways. Federal-aid highways carry the most traffic.

	NDOT Maintained	Locally Maintained	Statewide Total
Federal Aid			
NHS	2,130	27	2,157
STP	2,665	1,643	4,308
Non-Federal Aid			
Other Improved	606	19,211	19,817
Unimproved	0	7,632	7,632
Total	5,401	28,513	33,914

Total Roadway System Mileage Maintained By NDOT (5,401 Centerline Miles)



NATIONAL HIGHWAY SYSTEM (NHS)

FEDERAL AID

The NHS is a system of major federal-aid roads including all Interstate Routes, most principal arterials, the defense strategic highway network, and strategic connectors. Interstate Routes connect the principal metropolitan areas and industrial centers of America, serve the national defense, and connect suitable border points. The Interstate Routes, along with the other routes of the National Highway System, form the backbone of America's highway network.

SURFACE TRANSPORTATION PROGRAM (STP)

The STP includes federal-aid roadways that are not on the NHS but are functionally classified as principal arterials, minor arterials, major collectors, and urban collectors. Generally, these roadways link other improved roads to the NHS. Federal aid for the STP is flexible, and may be used for both NHS and STP roads.

IMPROVED ROADS

OTHER IMPROVED ROADS

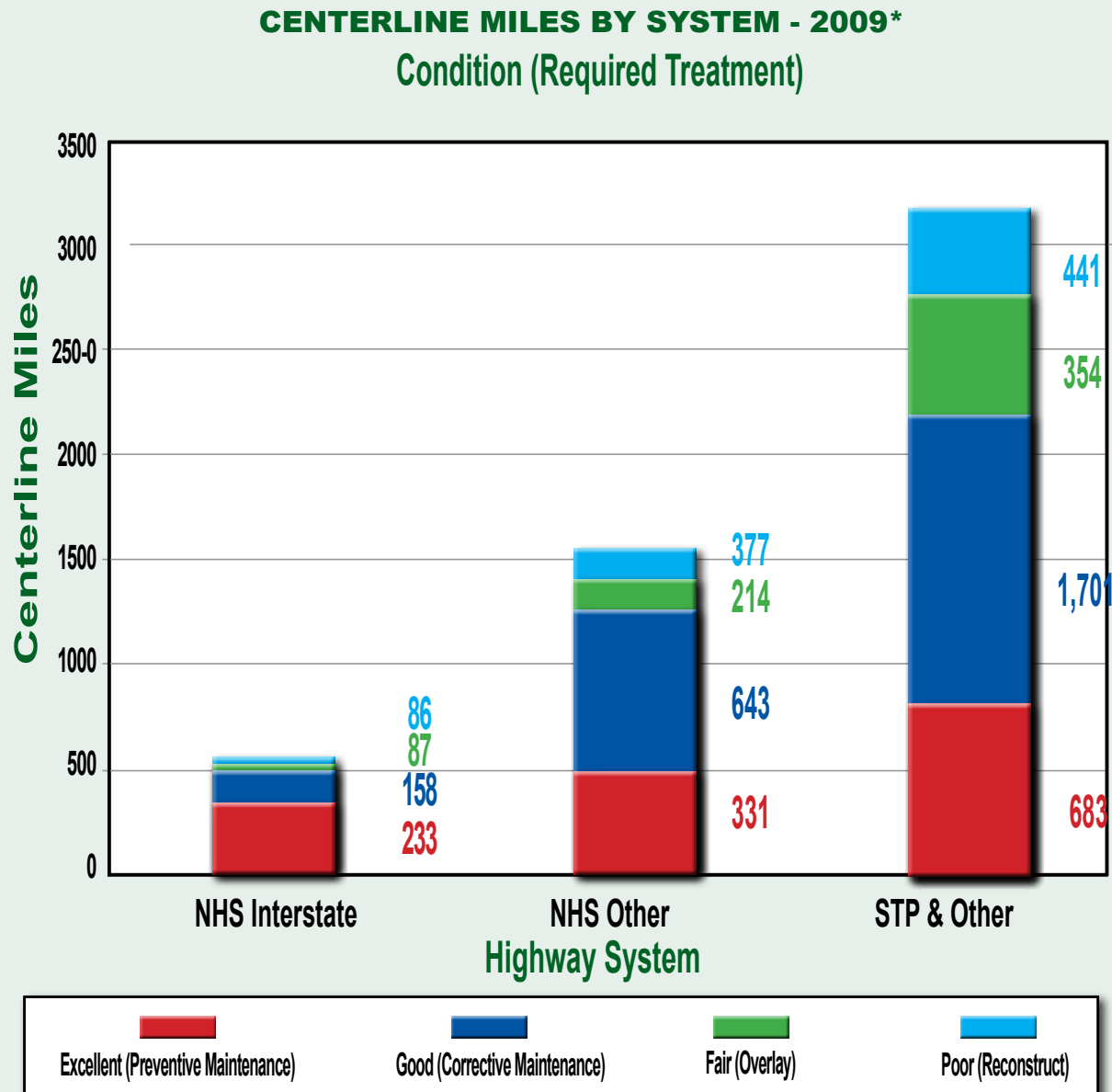
NON-FEDERAL AID

Improved roads that are not part of the NHS or STP are functionally classified mainly as local or rural minor collectors. These roads provide access to the NHS and STP. They are public facilities which are regularly maintained, but may be paved or unpaved. On the NDOT-maintained system, these roads include access, frontage, and state park roads. The cities and counties maintain improved roads that generally adjoin homes, businesses, and farms. Roads in this category are not eligible for federal aid, but do qualify for Nevada's gas tax distributions.

UNIMPROVED ROADS

Unimproved roads are functionally classified as locals but are not regularly maintained. They carry a low volume of traffic and do not qualify for federal aid or Nevada's gas tax distributions.

NDOT Maintained Pavement Condition

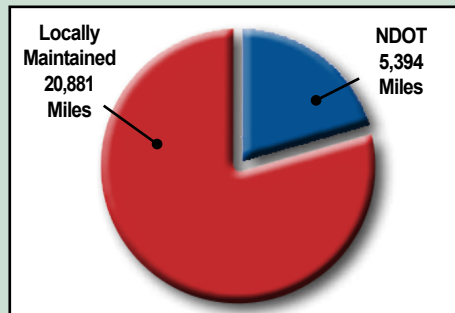


Note: System miles above may not match those on page 20 because not all roads have had their condition rated.

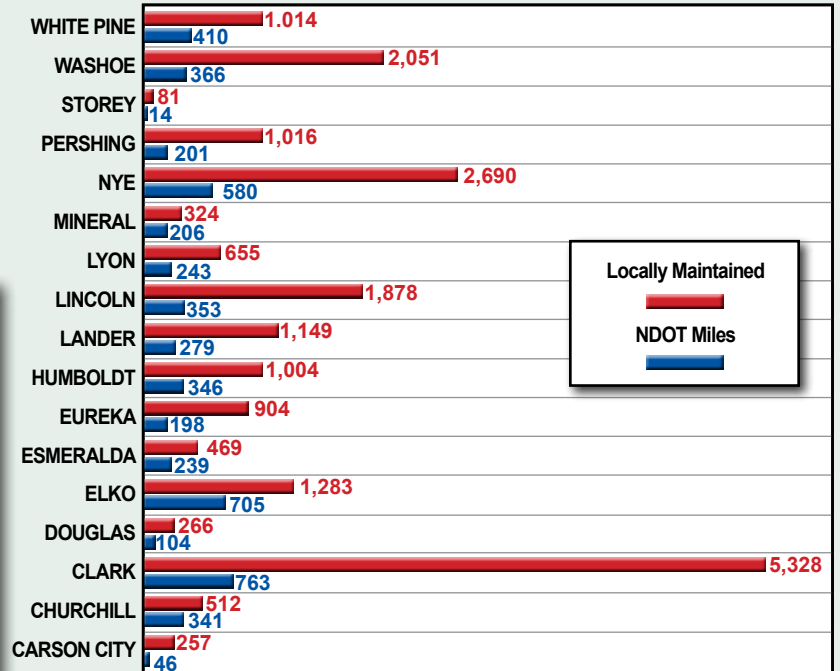
*Data is collected every two years and was not yet available at time of publication.

Twenty percent of all Nevada's roads are on the state-maintained system. However, this 20 percent carries 57 percent of the total vehicle miles of travel. The remaining 43 percent of travel is on systems maintained by county, city or other governmental agencies. Vehicle miles of travel on all Nevada roads exploded from 9 billion in 1990 to 21 billion in 2008.

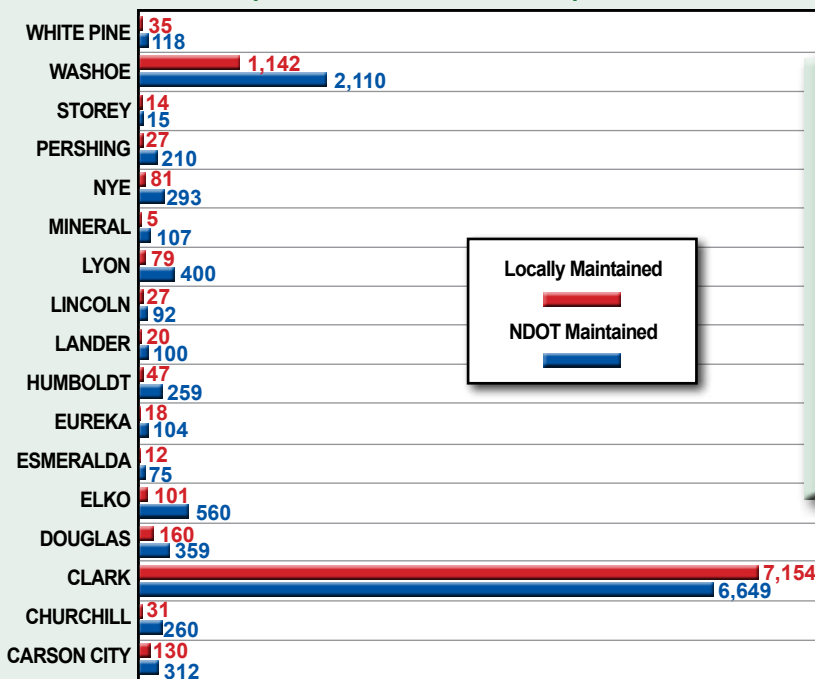
26,275 Total Miles of Improved Roads



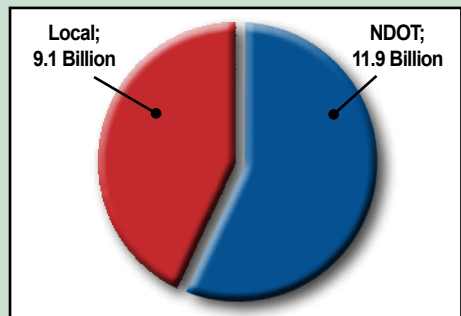
2008 Miles of Improved Road By County



2008 Vehicle Miles of Travel By County (million miles traveled)



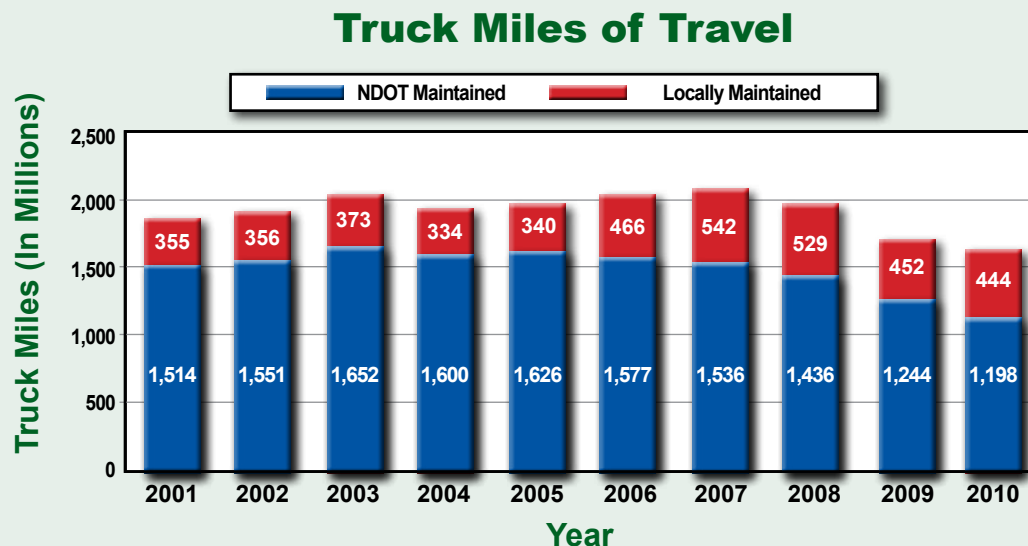
21.0 Billion Total Vehicle Miles Traveled



Due to changes occurring in the highway performance monitoring system to meet federal requirements, 2008 data is the latest available.

Truck Miles of Travel

The state-maintained system also carries 83 percent of all truck traffic and 87 percent of the heavy truck traffic.



Bridges

A bridge is defined as an obstacle-spanning structure of more than 20 feet in length. Currently there are 1,922 public bridges in Nevada. The Nevada Department of Transportation maintains 1,092 bridges; 792 are maintained by federal, county, city or other governmental agencies; and 38 bridges are privately maintained.

What makes a bridge structurally deficient?

Bridges are considered structurally deficient if significant load-carrying elements are in poor or worse condition. A deficient bridge requires significant maintenance and repair to remain in service and eventual rehabilitation or replacement. Regular inspections identify unsafe conditions at which time the bridge will be closed.

How does a bridge become functionally obsolete?

Functional obsolescence is a significant difference between the existing bridge and geometrics required by current design standards. As an example, a bridge designed in the 1930's might be significantly narrower than a bridge designed today.

What do we mean by a seismic deficiency?

Older bridges weren't always designed with earthquakes in mind. These bridges are considered seismically deficient and need seismic retrofits to bring them up to current earthquake-resistant standards.

**State-Maintained
Bridges Needing
Renovation by
Deficiency**

Seismic	128
Structural	18
Functional	139



General

State highways maintained by the Nevada Department of Transportation are financed with highway-user revenue and federal funds. No General Fund (general tax) revenue is normally used. State and federal highway funds are principally derived from vehicle fuel tax and registration fees.

Federal Highway Trust Fund

Fuel tax and other highway-user revenue collected by the federal government is placed in the Federal Highway Trust Fund. Congress allocates these funds to the states per provisions in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), passed in 2005, and annual appropriations bills.

Federal funds are available only for reimbursement of expenditures on approved projects. Federal aid is not available for routine maintenance, administration, or other non-project related costs. To acquire federal funds, the state generally must pay 5 to 20% of the project's cost.



State Constitutional Provisions

Article 9, Section 5 of the Nevada Constitution provides: "The proceeds from the imposition of any license or registration fee and other charges with respect to the operation of any motor vehicle upon any public highway in the State and the proceeds from the imposition of any excise tax on gasoline or other vehicle fuel shall, except costs of administration, be used exclusively for the construction, maintenance, and repair of the public highways of this state."



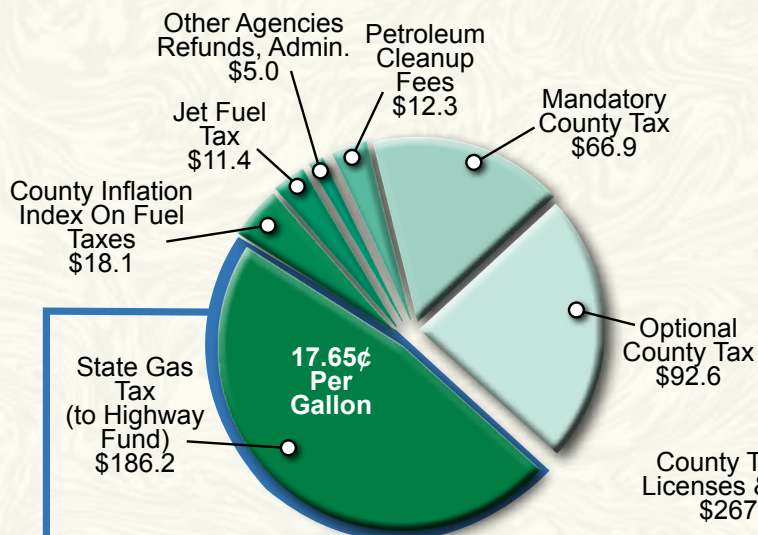
Highway construction equipment has come a long way since the early 1900's when Nevada officially started building highways, however, sometimes an old-fashioned shovel is still needed to take care of small details which can only be done by hand.

State Highway Fund

The State Highway Fund was established by NRS 408.235. It is a special revenue fund established to account for the receipt and expenditure of dedicated highway-user revenue. The majority of the Highway Fund finances the Department of Transportation. However, the bulk of the operating costs of the Department of Motor Vehicles and the Department of Public Safety are also financed by appropriations from the Highway Fund. Typically, there are also minor appropriations or transfers to other agencies for their services, including the Department of Administration, the Attorney General, the Public Works Board, and the Transportation Services Authority.

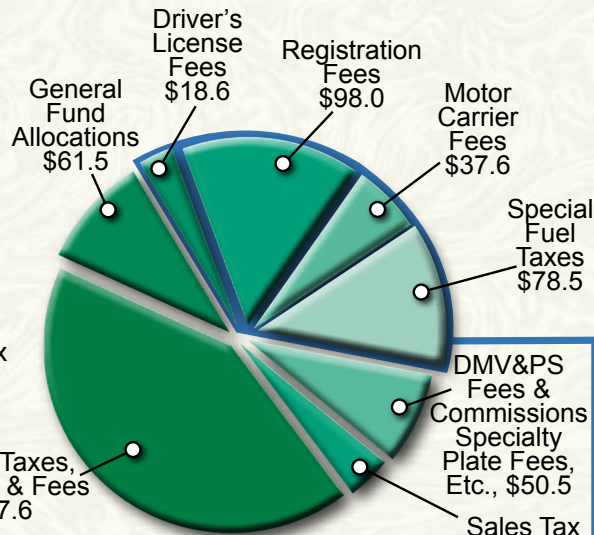
State Highway Fund Revenue Sources

(2011 Revenue Shown in Millions)



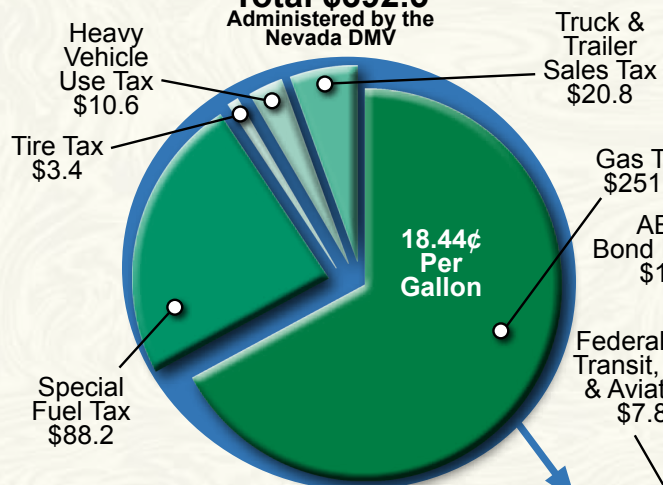
State Gasoline Tax Revenue
Total \$392.5

Administered by the Nevada DMV



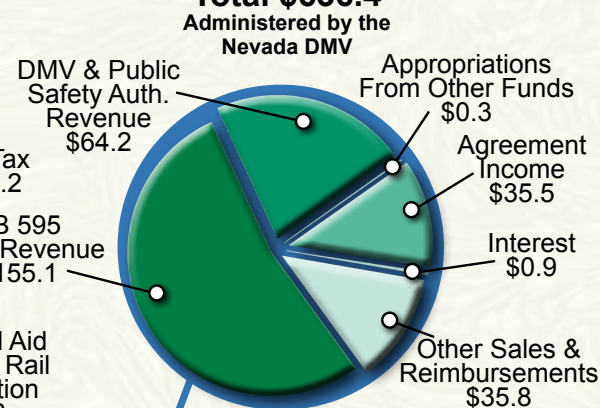
State Motor Vehicle Fund
Total \$636.4

Administered by the Nevada DMV



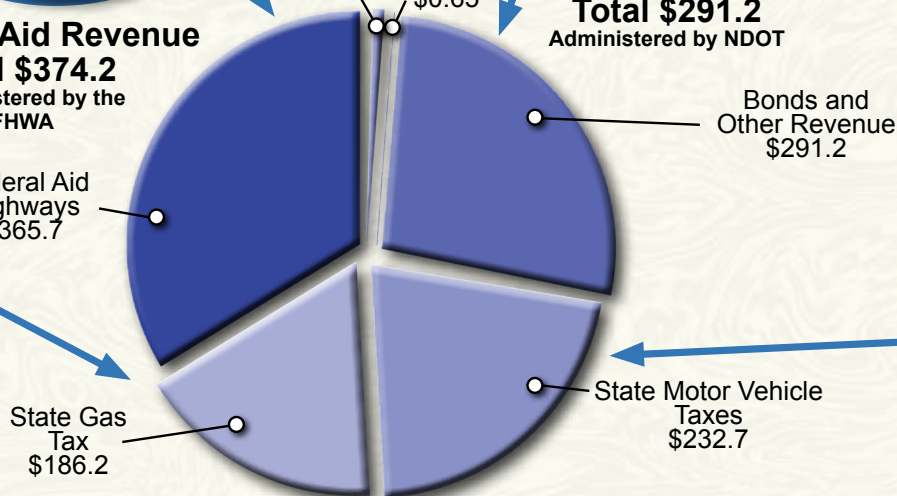
****Federal Aid Revenue**
Total \$374.2

Administered by the FHWA



Bonds & Other Revenue
Total \$291.2

Administered by NDOT



2011 State Highway Fund Revenue
Total \$1,084.3
Administered by NDOT

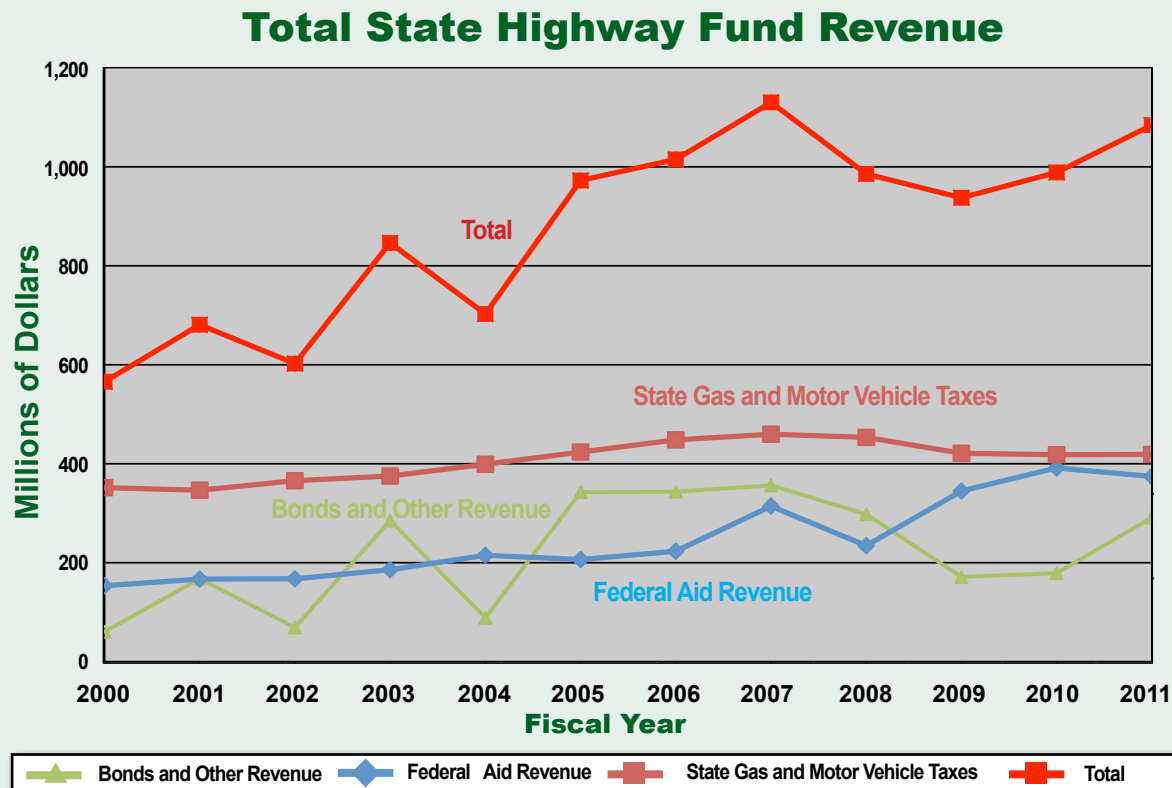
Note: Authorized revenue represents a portion of fees collected by DMV and the DPS which, by law, they keep to cover operating costs.

**FHWA

(\$232.7) State Motor Vehicle Taxes to the Highway Fund

Total State Highway Fund Revenue

(Administered by the Department of Transportation)



Total State Highway Fund Revenue (In Millions)

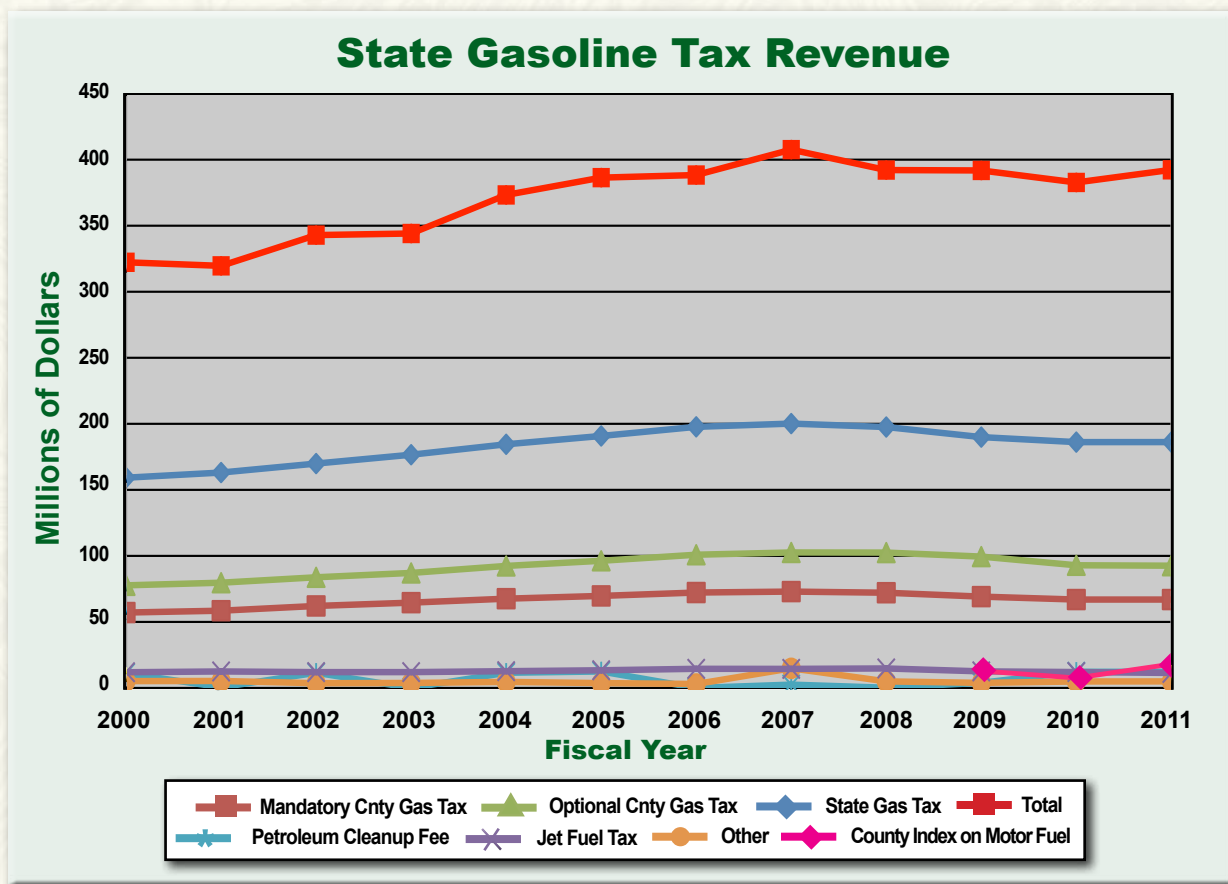
State Fiscal Year	Federal Aid Revenue	State Gas and Motor Vehicle Taxes	Bonds & Other Revenue	Total
2000	153.4	351.7	60.5	565.6
2001	167.0	346.5	167.4	680.9
2002	167.4	365.7	69.2	602.3
2003	185.9	375.2	285.1	846.2
2004	215.0	398.9	88.7	702.6
2005	206.4	423.6	342.4	972.4
2006	223.2	448.2	343.5	1,014.9
2007	314.2	459.6	356.4	1,130.2
2008	234.4	453.3	298.0	985.7
2009	344.9	421.1	171.4	937.4
2010	391.5	418.2	179.0	988.7
2011	374.2	418.9	291.2	1,084.3

Note 1: Total revenue is net to the state highway fund

Note 2: Other revenue includes interest income, cooperative construction reimbursement, DMV & DPS authorized revenue, "AB 595" revenue, and miscellaneous sales and reimbursements

Note 3: The Federal-Aid Revenue shown includes monies for highways, transit, aviation, and other programs

State Gasoline Tax Revenue



State Gasoline Tax Revenue (In Millions)

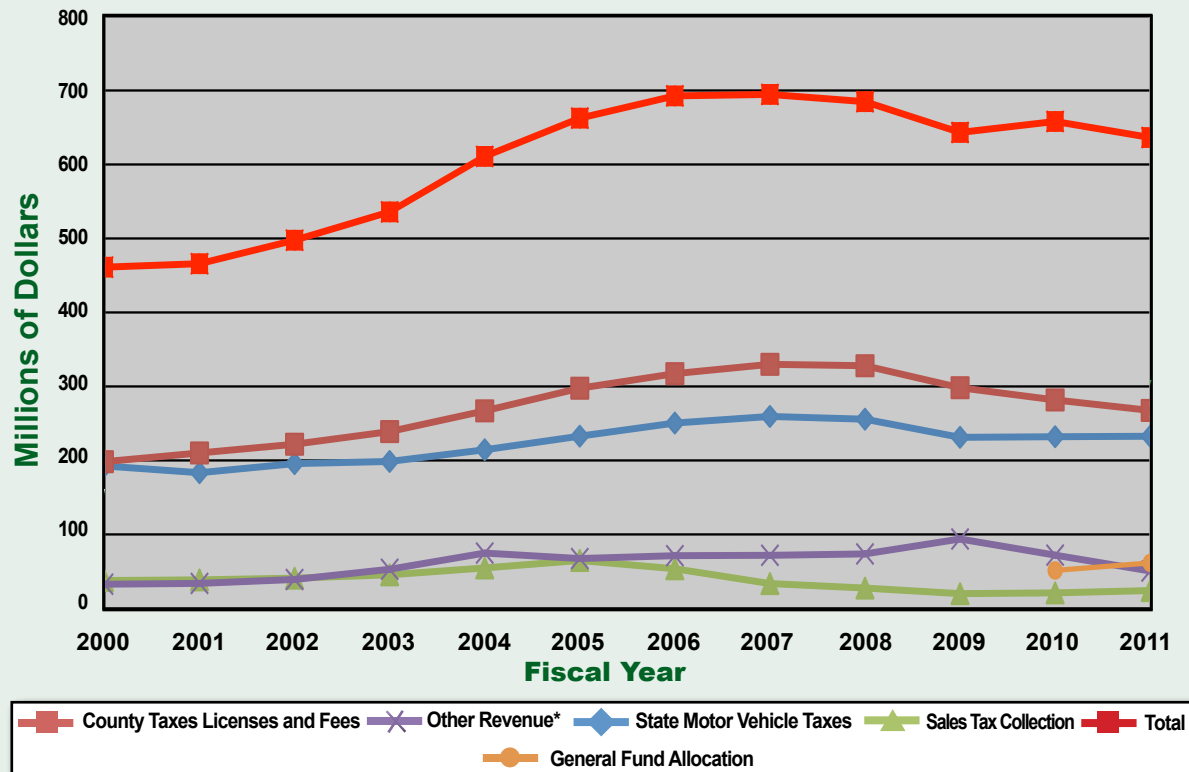
Fiscal Year	State Gas Tax	Mandatory County Gas Tax	Optional County Gas Tax	County Index on Motor Fuel Tax	Jet Fuel Tax	Petroleum Cleanup	Other*	Total
2000	159.2	57.1	77.7		11.9	11.2	5.2	322.3
2001	163.1	58.5	79.7		12.5	0.5	5.3	319.6
2002	169.9	62.1	83.8		12.0	11.5	3.6	342.9
2003	176.6	64.6	87.1		12.0	0.0	3.8	344.1
2004	184.5	67.6	92.4		12.7	11.5	4.6	373.3
2005	190.8	69.7	96.3		13.4	12.5	3.7	386.4
2006	197.7	72.3	100.9		14.5	0.0	3.0	388.4
2007	200.2	73.0	102.6		14.5	2.5	14.9	407.6
2008	197.6	72.1	102.5		14.8	0.2	5.0	392.1
2009	189.9	69.2	99.5	12.9	12.9	12.6	3.9	388.0
2010	186.1	66.9	92.9	7.6	12.1	12.2	4.9	382.7
2011	186.2	66.9	92.6	18.1	11.4	12.3	5.0	392.5

*Includes Petroleum Inspection Fees, Aviation Fuel Tax, and other Gasoline Tax distributions.

Note: Revenue in shaded column goes into state highway fund.

State Motor Vehicle Fund (Taxes, Licenses & Fees Revenue)

State Motor Vehicle Fund Taxes, Licenses, and Fees Revenue



State Motor Vehicle Fund (Taxes, Licenses, and Fees Revenue) (In Millions)

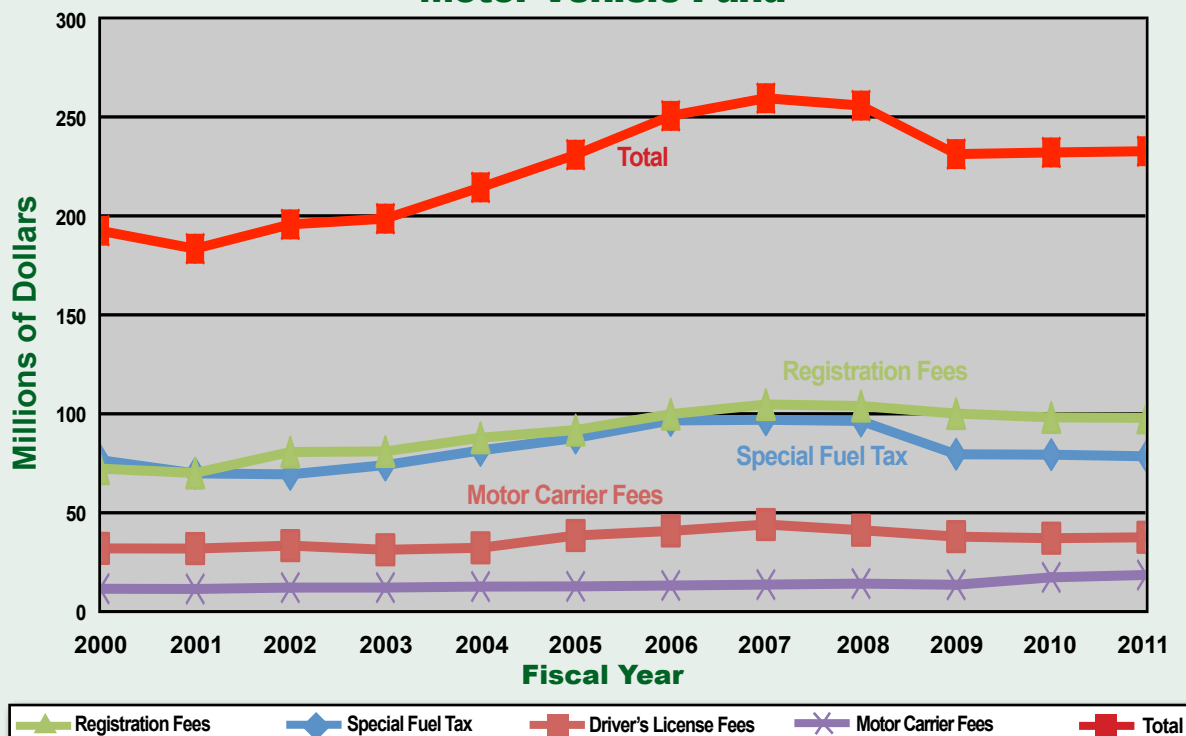
Fiscal Year	State Motor Vehicle Taxes	County Taxes Lic. & Fees	Sales Tax Collections	General Fund Allocation	Other Revenue*	Total
2000	192.5	198.3	37.7		32.7	461.2
2001	183.4	210.1	38.6		33.8	465.9
2002	195.7	221.9	40.9		39.1	497.6
2003	198.6	239.0	45.4		52.9	535.9
2004	214.4	267.0	54.7		74.8	610.9
2005	232.8	297.6	64.8		67.4	662.6
2006	250.5	317.3	53.6		71.3	692.7
2007	259.4	329.9	33.6		71.8	694.7
2008	255.7	328.0	27.5		73.6	684.9
2009	231.2	298.3	20.0		93.8	643.3
2010	232.0	281.7	21.0	51.3	72.0	658.1
2011	232.7	267.6	24.1	61.5	50.5	636.4

Note: Revenue in shaded column goes into state highway fund.

Note 2: Other revenue includes interest income, cooperative construction reimbursement, DMV & DPS authorized revenue, "AB 595" revenue, and miscellaneous sales and reimbursements

State Motor Vehicle Taxes to Highway Fund Derived From the State Motor Vehicle Fund

State Motor Vehicle Taxes To Highway Fund Derived From The Motor Vehicle Fund

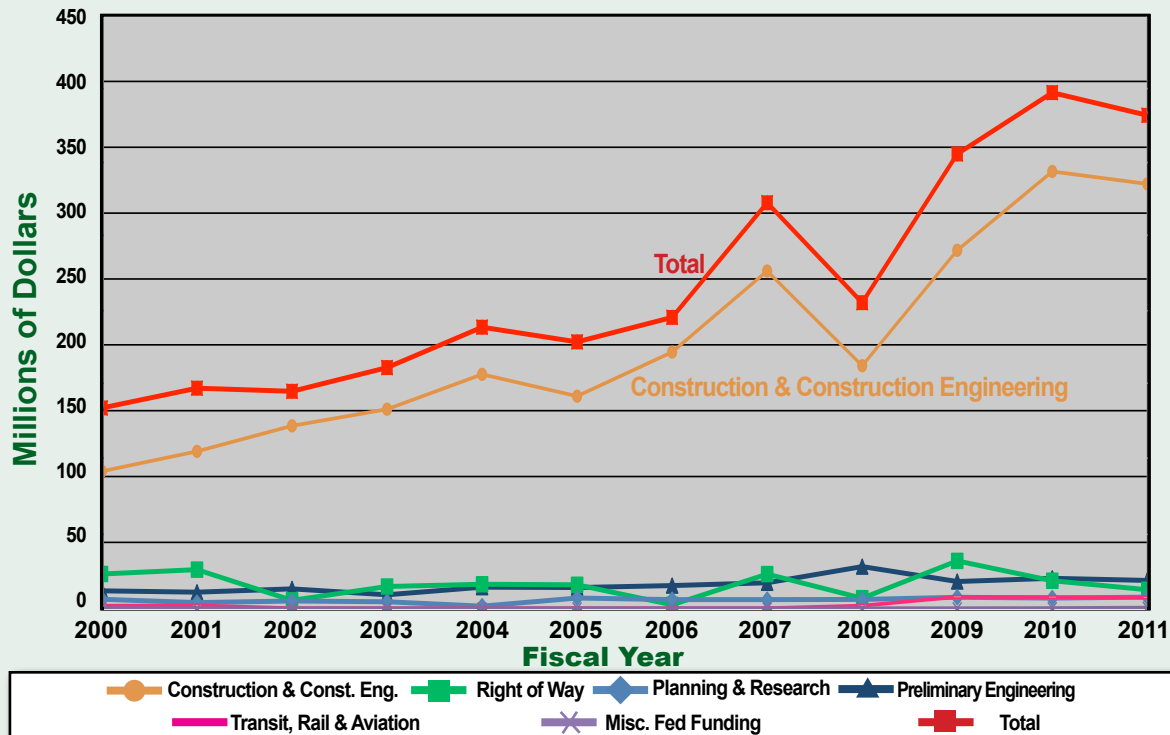


State Motor Vehicle Taxes To Highway Fund Derived From The Motor Vehicle Fund

Fiscal Year	Special Fuel Taxes*	Motor-Carrier Fees	Registration Fees	Driver's License Fees	Total
2000	76.6	32.0	72.3	11.6	192.5
2001	69.9	31.9	70.1	11.5	183.4
2002	69.4	33.4	80.7	12.2	195.7
2003	74.1	31.3	81.0	12.2	198.6
2004	81.5	32.3	87.9	12.7	214.4
2005	87.8	38.5	91.8	12.8	230.9
2006	96.6	40.8	99.8	13.2	250.5
2007	97.0	44.1	104.7	13.7	259.4
2008	96.4	41.2	103.9	14.2	255.7
2009	79.6	37.9	100.1	13.6	231.2
2010	79.3	37.1	98.2	17.4	232.0
2011	78.5	37.6	98.0	18.6	232.7

*Special fuel includes diesel fuel, propane, natural gas, and water-phased hydrocarbon emulsions.

Highway Fund Federal-Aid Revenue For Highways By Phase

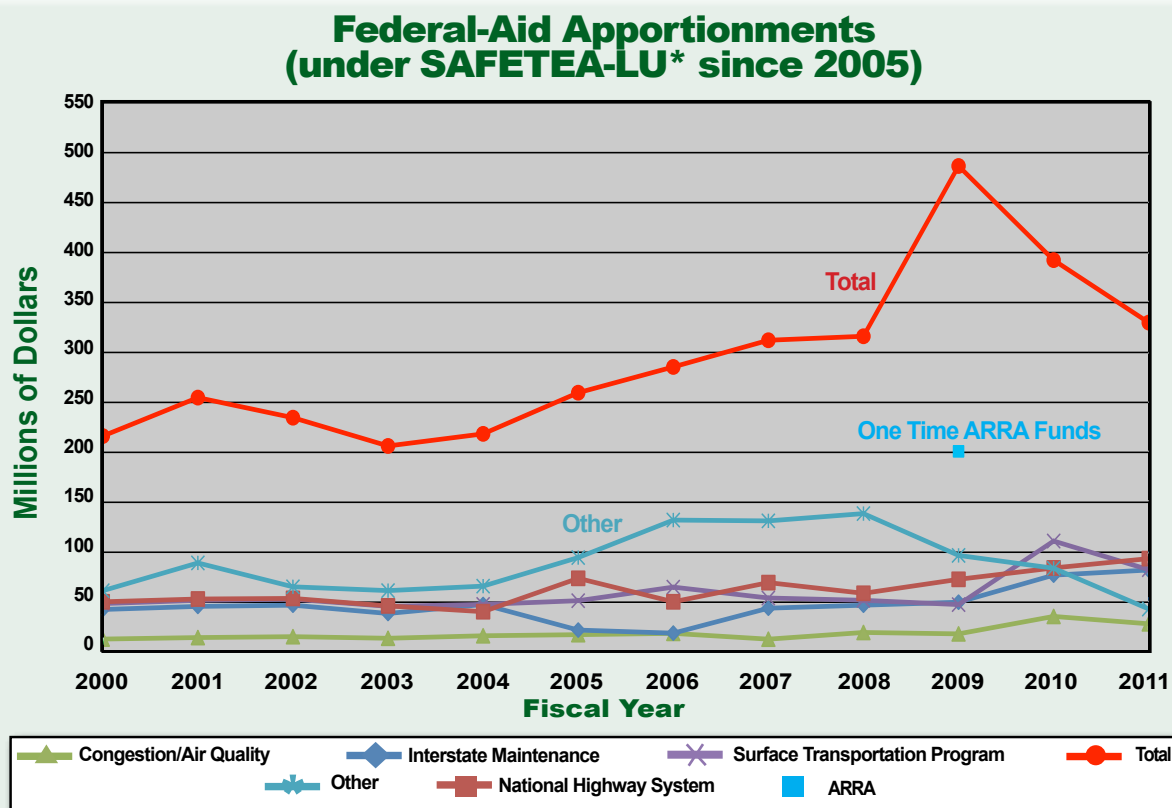


Highway Fund Federal-Aid Revenue For Highways By Phase

Fiscal Year	Planning & Research	Right of Way	Prelim Eng.	Const. & Const. Eng.	Transit & Rail	Misc. Fed. Funding	Total
2000	6.8	26.0	13.2	104.0	1.9	0.1	150.0
2001	4.3	29.3	12.2	119.1	2.1	0.1	164.9
2002	5.5	6.0	14.7	138.5			164.7
2003	4.9	16.5	10.2	151.1			182.7
2004	1.6	18.2	16.0	177.6			213.4
2005	7.7	17.8	15.7	161.0			202.2
2006	6.5	2.6	17.2	194.5			220.8
2007	6.5	25.9	19.3	256.1			307.9
2008	6.7	7.6	31.6	184.1	1.9		230.0
2009	8.3	36.0	20.3	271.7	8.6		344.9
2010	7.7	20.9	22.7	331.5	8.4	0.1	391.5
2011	8.4	14.1	21.1	322.1	7.8	0.65	374.2

NOTE 1: Federal-Aid revenue is received on a reimbursement basis and typically is from prior year apportionments. Consequently, the Federal-aid revenue shown will not match the Federal-aid apportionments, shown on the following page, in a given year.

Federal-Aid Apportionments (under SAFETEA-LU since 2005)



Federal-Aid Apportionments (under SAFETEA-LU since 2005)

Fiscal Year	Interstate Maintenance	National Hwy System	Congestion/ Air Quality	Surface Trans Program	Other**	ARRA	Total
2000	42.7	50.4	13.1	48.6	61.5		216.3
2001	45.8	53.2	14.6	51.9	89.3		254.8
2002	47.0	53.8	15.5	53.0	65.4		234.7
2003	38.7	46.3	13.9	45.9	61.6		206.4
2004	47.7	40.5	16.4	47.8	66.1		218.5
2005	22.1	73.9	17.5	51.5	94.7		259.7
2006	19.0	50.4	18.8	65.1	132.2		285.5
2007	44.0	69.6	13.0	54.2	131.4		312.2
2008	47.0	58.9	19.7	51.9	138.7		316.2
2009	50.0	72.9	18.3	47.6	96.8	201.0	486.6
2010	77.1	84.3	35.8	111.2	84.0		392.4
2011	82.2	93.6	28.4	82.5	43.2		329.9

*2005 Safe, Accountable, Flexible, Efficient Transportation Equity Act: Legacy for Users.

**Other includes Planning, Bridge Replacement, Advance Right of Way, High Priority, Forest Highway Funds, and Earmarked Funds, if any.

ARRA - American Recovery and Reinvestment Act of 2009

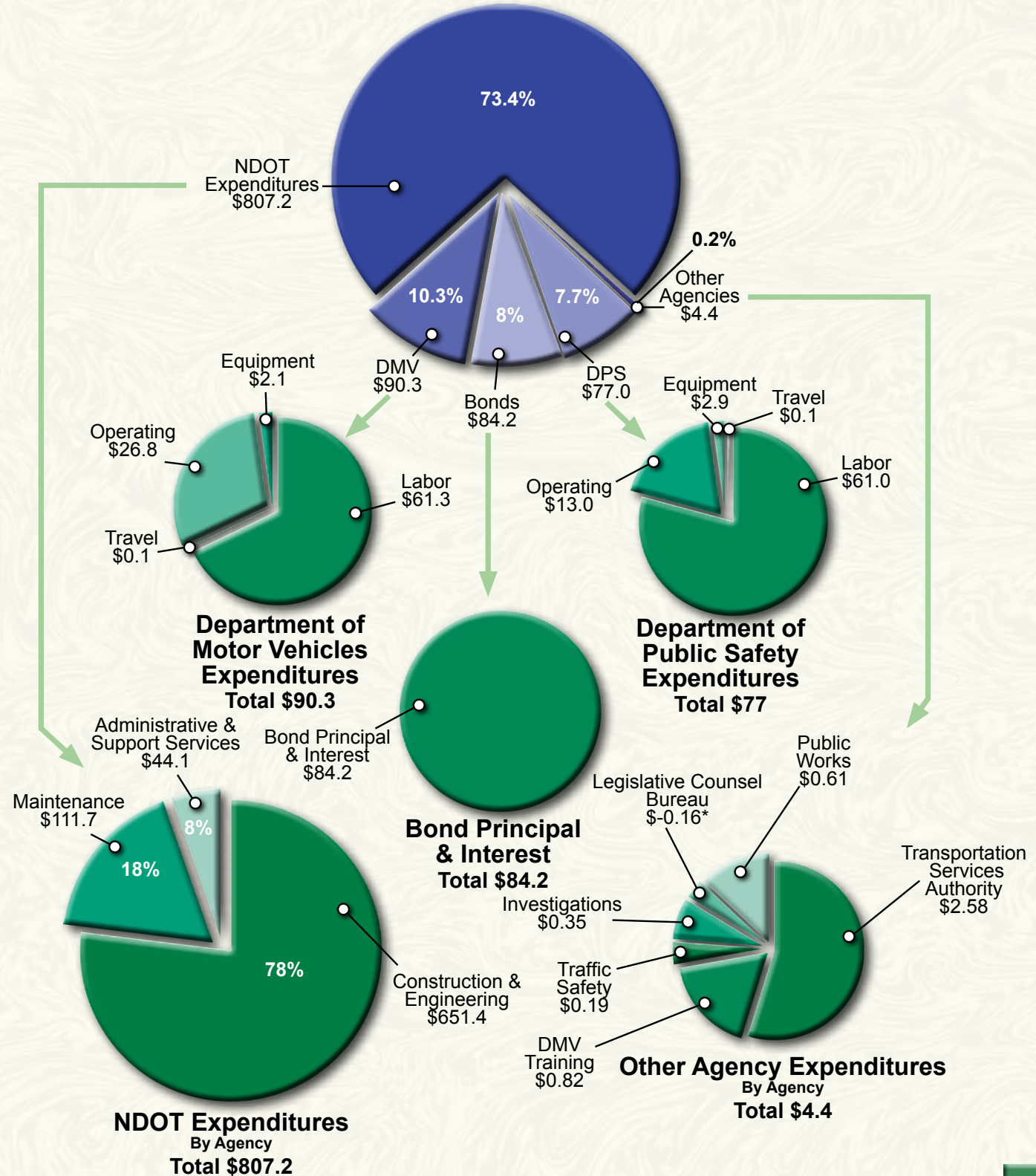
State Highway Fund Expenditures and Disbursements

(2011 Expenditures Shown in Millions)

2011 State Highway Fund Expenditures

Total \$1,063.1

Administered by the Nevada Department of Transportation

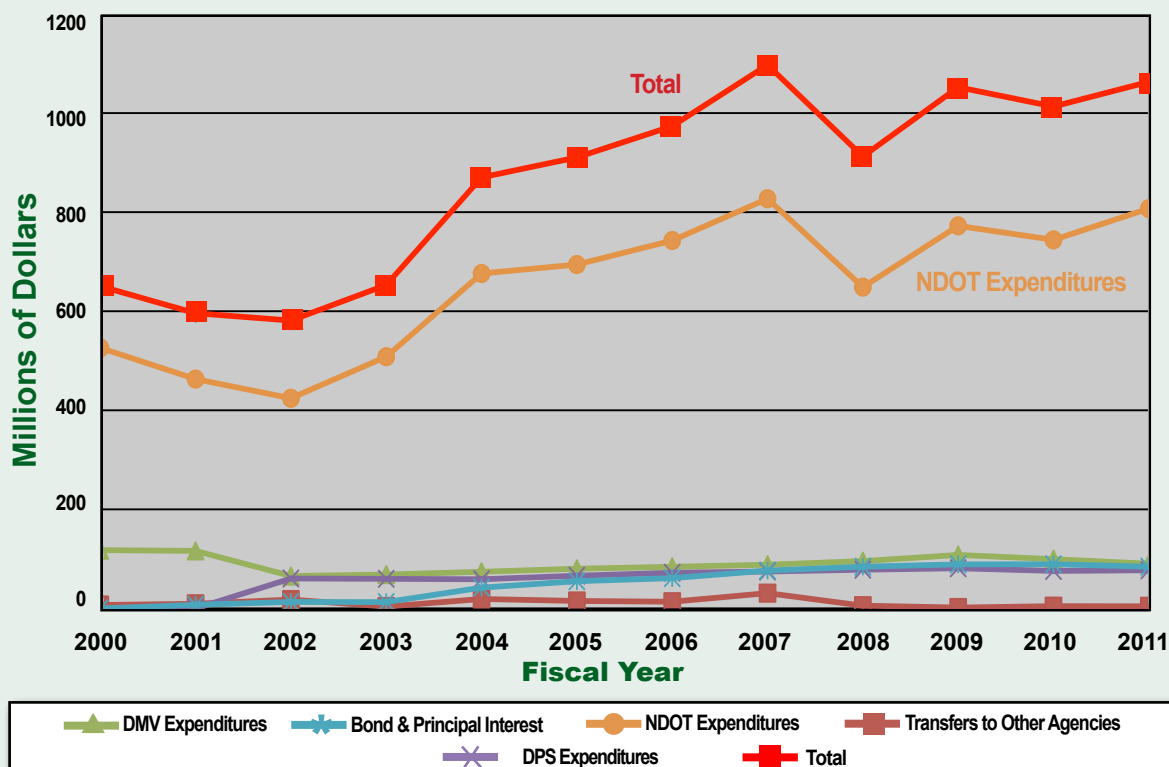


*Note: Negative numbers represent reimbursements to the State Highway Fund.

State Highway Fund Expenditures and Disbursements



State Highway Fund Expenditures & Disbursements

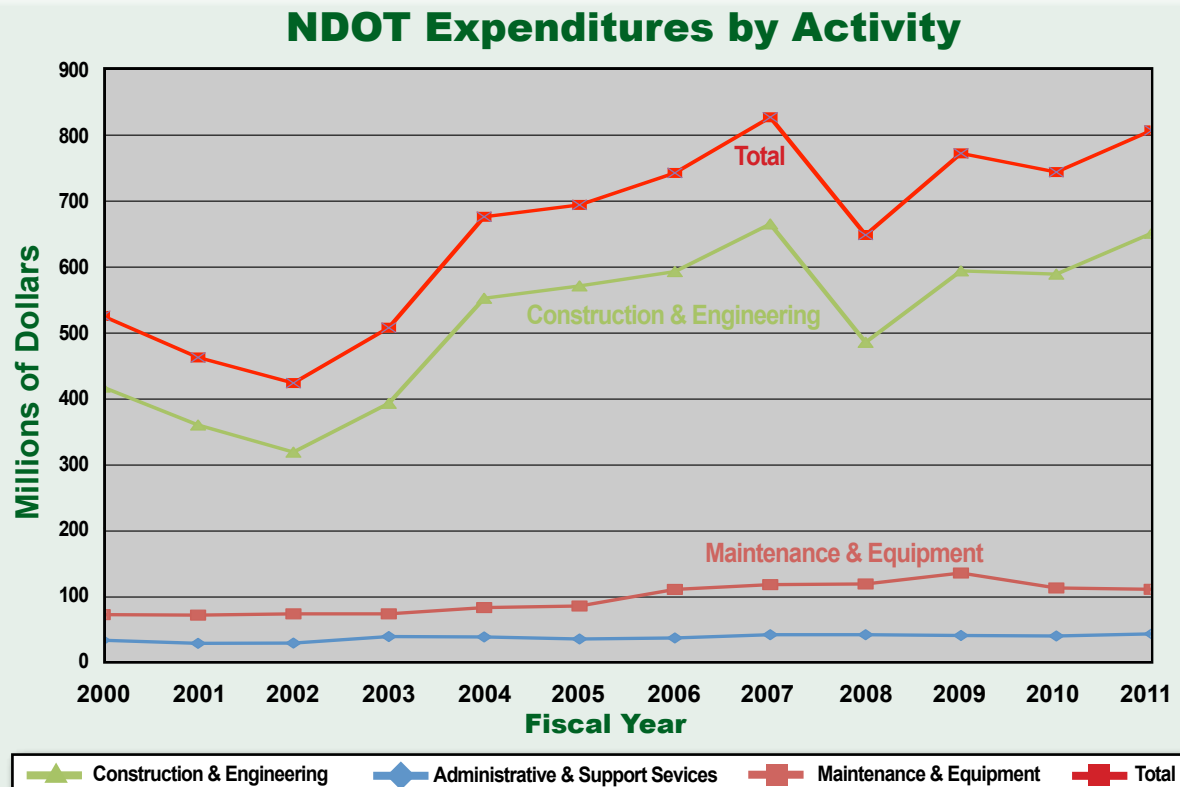


State Highway Fund Expenditures & Disbursements (in Millions)

Fiscal Year	Transfers to Other Agencies	DMV Expend.	DPS Expend.	Bond Principal & Interest	NDOT Expend.	Total
2000	6.9	117.7	0.0	0.0	526.0	650.6
2001	9.4	116.2	0.0	7.4	463.0	596.0
2002	17.9	65.5	60.4	13.1	424.3	581.2
2003	3.8	68.4	59.8	12.8	508.2	653.0
2004	19.1	74.0	58.9	42.0	676.2	870.2
2005	15.1	80.1	66.1	55.0	694.2	910.5
2006	13.5	84.1	72.1	61.1	742.7	973.6
2007	30.9	88.3	74.6	76.4	827.1	1,097.2
2008	5.6	95.6	78.2	84.3	648.7	912.4
2009	1.7	108.0	81.1	89.0	772.4	1,052.2
2010	4.6	99.5	75.8	89.3	744.1	1,013.2
2011	4.4	90.3	77.0	84.2	807.2	1,063.1

NOTES : DPS stands for Department of Public Safety (includes Nevada Highway Patrol).
DMV stands for Department of Motor Vehicles.

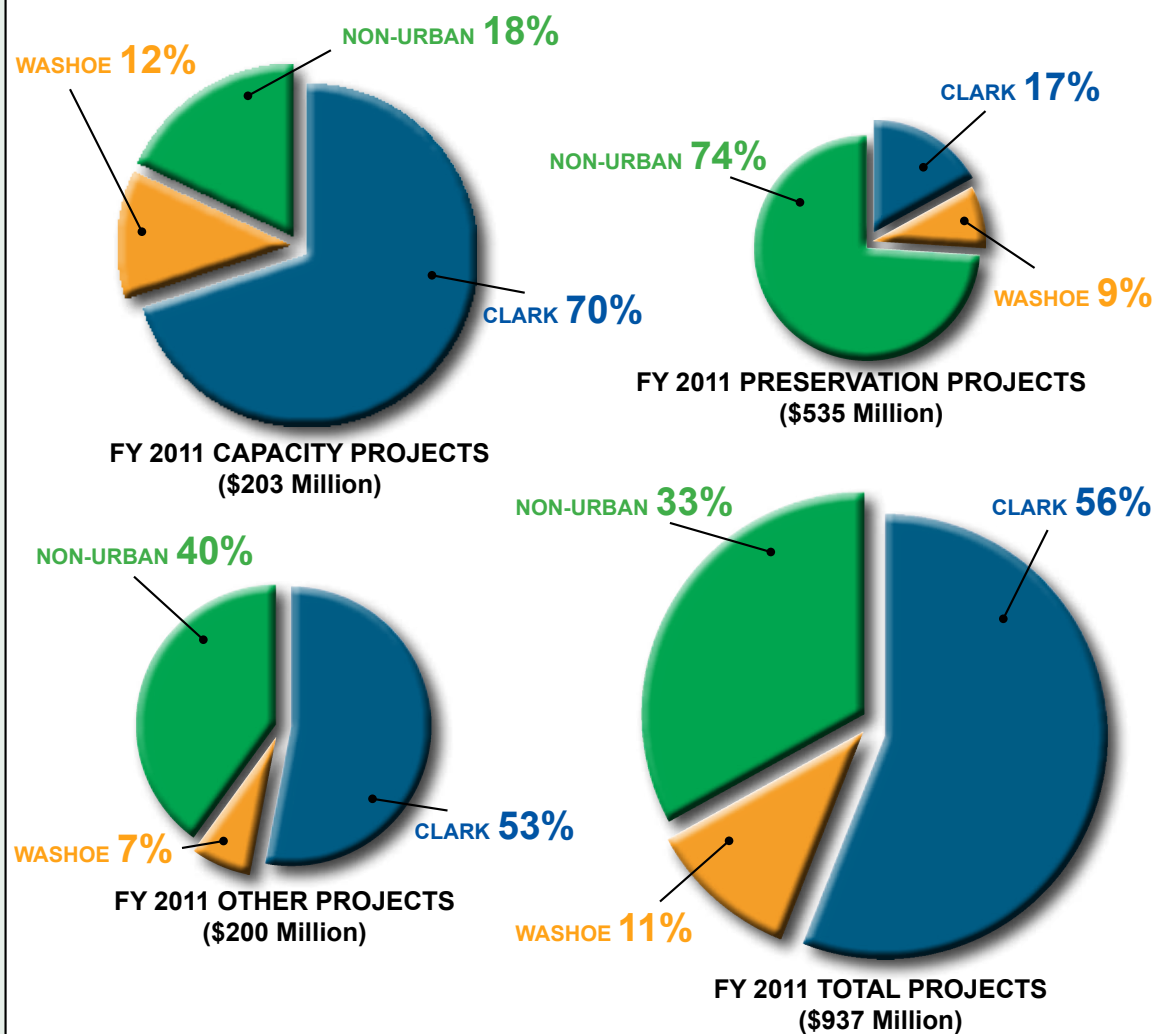
NDOT Expenditures By Activity



NDOT Expenditures (In Millions)

Fiscal Year	Administrative & Support Services	Maintenance & Equipment	Construction & Engineering	Total
2000	34.5	73.3	418.2	526.0
2001	29.8	72.6	360.7	463.1
2002	30.2	74.5	319.6	424.3
2003	40.1	74.5	393.6	508.2
2004	39.5	84.0	552.8	676.3
2005	36.4	86.4	571.5	694.3
2006	38.0	111.5	593.2	742.7
2007	42.9	118.8	665.4	827.1
2008	42.9	119.8	486.0	648.7
2009	41.7	136.4	594.3	772.4
2010	41.0	113.7	589.4	744.1
2011	44.1	111.7	651.4	807.2

NDOT Expenditures In Urban And Rural Areas



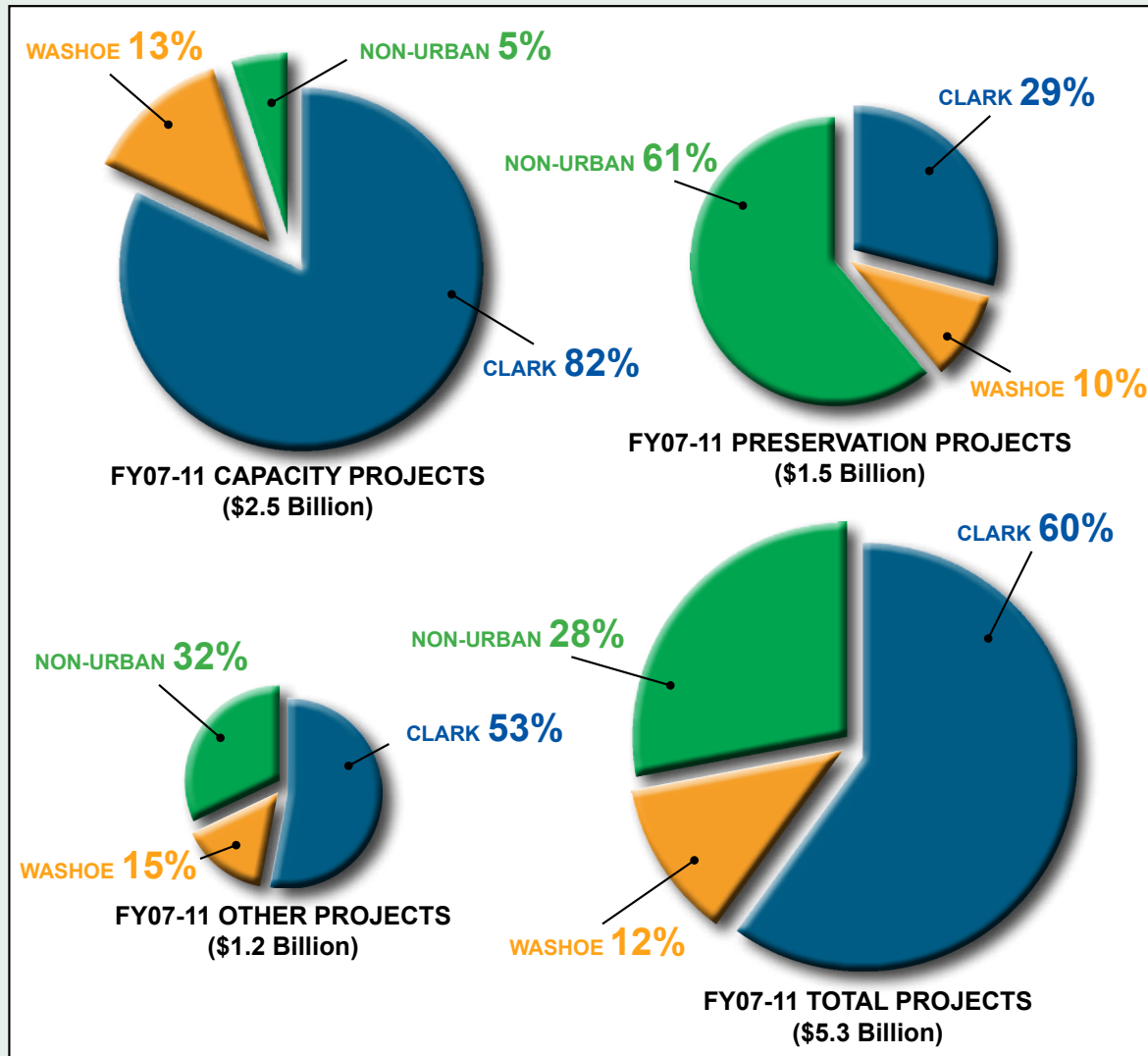
FY 2011 Projects*

	CAPACITY	PRESERVATION	OTHER**	TOTAL
CLARK	\$174,541,500	\$125,550,665	\$1,486,872	\$301,579,037
WASHOE	\$18,318,177	\$35,713,785	\$74,929,824	\$128,961,786
NON-URBAN	\$10,202,179	\$373,427,710	\$123,142,034	\$506,771,923
TOTAL	\$203,061,856	\$534,692,160	\$199,558,730	\$937,312,746
PERCENT	22%	57%	21%	100%

*Note: Does not include design, ROW, in-house projects or work by other agencies. Illustrative use only, based on Federal Fiscal Year

**Other - Projects that are not directly related to increasing the capacity or preservation of a facility, e.g., landscaping, safety, corridor and environmental studies, sound walls, bridge replacements, some reconstruction.

NDOT Expenditures In Urban And Rural Areas



FY07-11 Total Distribution for Project Funding*

	CAPACITY	PRESERVATION	OTHER**	TOTAL
CLARK	\$2,097,750,402	\$454,564,108	\$634,025,339	\$3,186,339,849
WASHOE	\$321,027,509	\$149,729,187	\$179,352,461	\$650,109,157
NON-URBAN	\$124,421,622	\$941,196,213	\$391,505,240	\$1,457,123,075
TOTAL	\$2,543,199,533	\$1,545,489,508	\$1,204,883,040	\$5,293,572,081
PERCENT	48%	29%	23%	100%

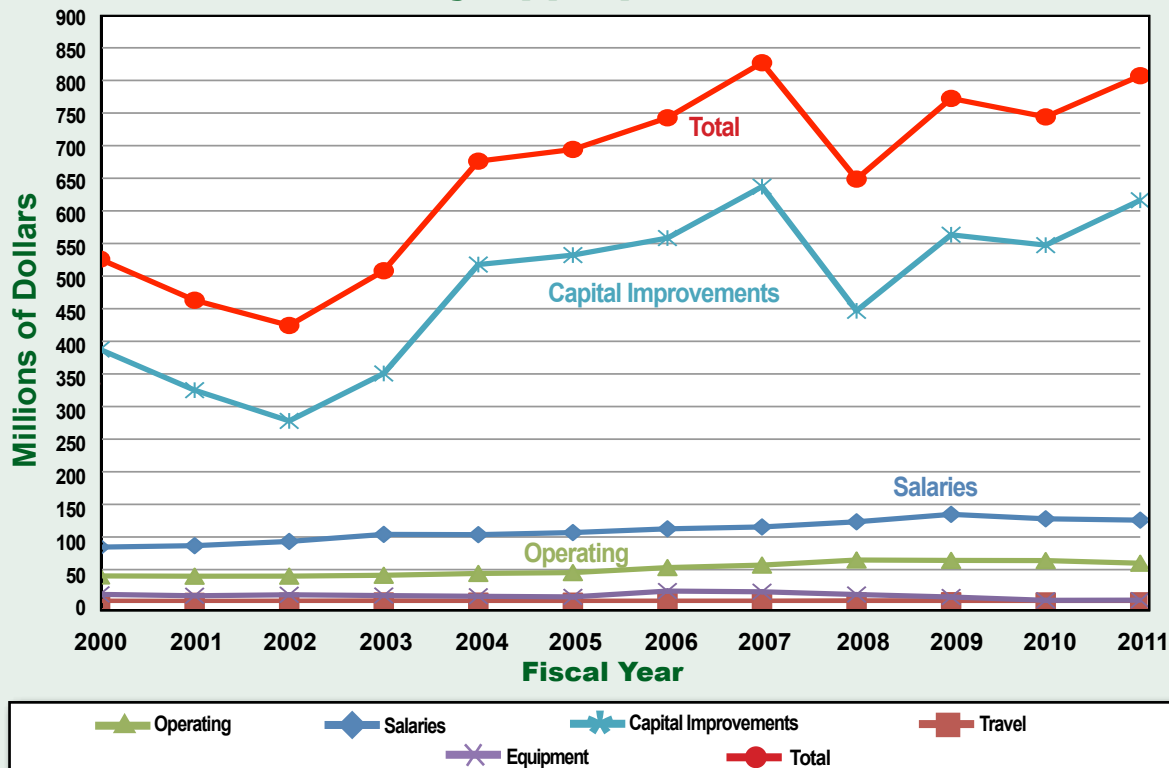
*Note: Does not include design, ROW, in-house projects or work by other agencies
Illustrative use only, based on Federal Fiscal Year

Actual obligations FY2007-2010 and programmed projects scheduled for obligation in FY 2011

**Other - Projects that are not directly related to increasing the capacity or preservation of a facility, e.g., landscaping, safety, corridor and environmental studies, sound walls, bridge replacements, some reconstruction.

NDOT Expenditures By Appropriation

NDOT Expenditures By Appropriation



NDOT Expenditures By Appropriation (in Millions)

Fiscal Year	Salaries	Travel	Operating	Equipment	Capital Improvements	Total
2000	84.5	1.7	40.3	12.0	387.5	526.0
2001	86.7	1.4	39.9	9.9	325.1	463.0
2002	93.2	1.7	40.0	11.4	278.0	424.3
2003	104.0	2.0	41.3	10.2	350.7	508.2
2004	103.6	1.7	44.1	9.1	517.7	676.2
2005	106.8	1.6	45.4	8.2	532.2	694.2
2006	112.5	1.7	53.1	17.1	558.3	742.7
2007	115.4	1.7	56.9	16.0	637.1	827.1
2008	123.3	2.1	64.7	11.8	446.8	648.7
2009	134.7	2.3	64.1	8.0	563.3	772.4
2010	127.9	2.0	63.8	2.9	547.4	744.1
2011	125.8	2.1	59.8	3.2	616.3	807.2

Passenger Car Operating Costs (Expressed In Cents Per Mile Of Travel)

92.7 Cents Total/Mile

Assumptions:

2011 model year, large sedan with V-6 which gets 25 MPG. Vehicle travels 10,000 miles annually. Gas price used was \$3.70 per gallon. Based on Nevada's gas tax and licensing fees.

Average Gas Tax Per Vehicle-Mile-Traveled (VMT) is approximately 2.0 cents.

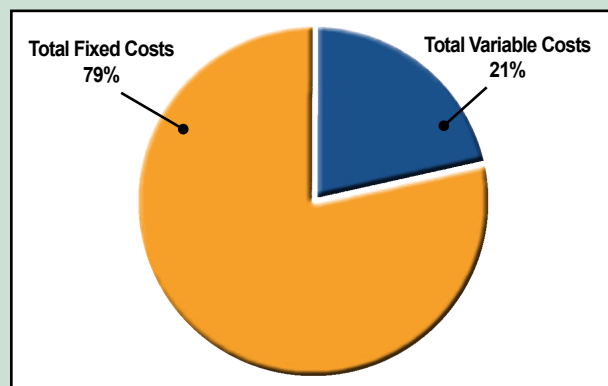
Variable cost **20.8¢** per mile traveled.
Includes gas, gas tax, oil, tires and maintenance

Fixed cost **71.9¢** per mile traveled.
Includes depreciation, insurance, finance and licensing fees



Average Gas Tax Per Vehicle-Mile-Traveled is 2.0¢ per mile driven

Total Operating Costs



Source: American Automobile Association's
"Your Driving Costs 2011" and
www.fueleconomy.gov

Gas Tax (Per Gallon)

Legal Citation Chapter 365, Nevada Revised Statues

1. Federal

15.44¢	To Federal Highway Trust Fund for highways.
2.86¢	To Federal Highway Trust Fund for transit.
0.1¢	Leaking underground storage tank trust fund.
18.4¢	Total Federal Gasoline Tax

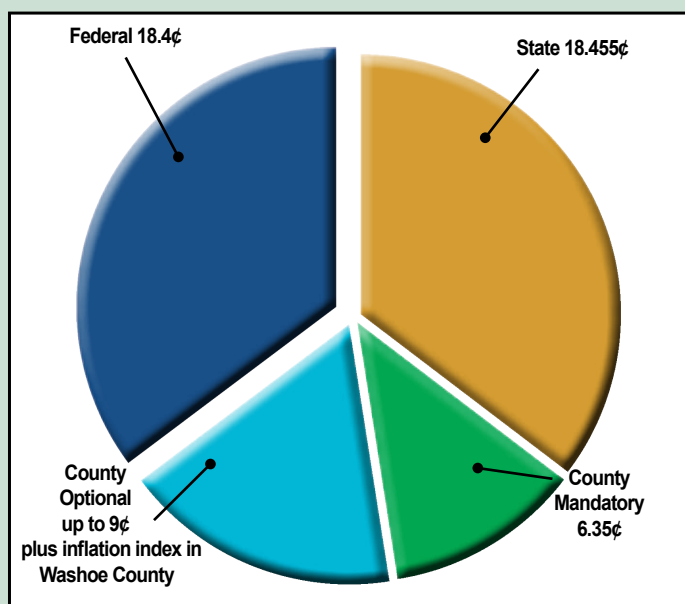
2. State

17.650¢	(NRS 365.175) This represents the State Highway Fund's share of the gas tax. It is administered by NDOT.
0.750¢	(NRS 590.840) For cleanup of petroleum discharges.
0.055¢	(NRS 590.120) Inspection fee for imported gasoline.
18.455¢	Total State Gasoline Tax

3. County Mandatory

1.25¢	(NRS 365.180 and NRS 365.550) Apportioned to counties: 2/3 per population and 1/3 per locally maintained road miles, except no county will receive less than they received in fiscal year 2003. Used for bond service, road construction maintenance and repair – not for administration.
2.35¢	(NRS 365.180 and NRS 365.550) Apportioned to counties: 2/3 per population and 1/3 per locally maintained road miles. In a county with incorporated cities, the counties and cities split the tax proceeds internally: 1/4 per land area, 1/4 per population, 1/4 per locally maintained road mile, and 1/4 per vehicle miles of travel. No county or city will receive less than they received in FY 2005. Used for bond service, road construction, maintenance and repair – not for administration.
1.75¢	(NRS 365.190 and NRS 365.560) Returned to county of origin. Apportioned between the county, towns with town boards (NRS 269) and incorporated cities according to property valuation. County valuation includes property within towns/cities. Used for bond service, road construction, maintenance and repair – not for administration.

Total: Up to 54.462¢ per gallon



1¢ (NRS 365.192 and NRS 365.196) Returned to county of origin. Apportioned by county to unincorporated areas and incorporated cities by population. Used only to repair or restore existing county/city roads and streets.

6.35¢ Total County Mandatory Tax

4. County Optional

Up to 9¢ (NRS 373.030) Administered by the local Regional Transportation Commission
The maximum tax authorized is 9¢ per gallon. The rate in each county is shown below:

9¢ Carson City, Churchill, Clark, Eureka, Humboldt, Lander, Lyon, Mineral, Pershing, Washoe, and White Pine;

6.5¢ Elko

4¢ Douglas, Esmeralda, Lincoln, Nye, Storey

Variable (N.R.S. 373.065) The 6.35¢ county mandatory and 9¢ county optional taxes have been indexed for inflation in Washoe County. The current effective rate is 2.26¢ per gallon.

History	Total Collections Mandatory/ Optional		State Share	County Share	County Option #	County Option*	RTC Option #	RTC Option *
	1923	2.0¢	\$60,000	+	Balance to County Admin Costs Rd Bond Redemption			
	1935	4.0¢	4.0¢					
	1947	5.5¢	4.0¢	1.5¢				
1)-	1955	6.05¢	4.55¢	1.5¢				
	1965	6.05¢	4.55¢	1.5¢	(Clark & Washoe CO. only)	1.0¢		
	1966	6.05¢	4.55¢	1.5¢	(Extended to all County's w/RTC)	1.0¢		
	1979	6.05¢	4.55¢	1.5¢		2.0¢	2.0¢	
	1981	11.05¢	8.05¢	3.0¢			4.0¢	
	1982	12.05¢	9.05¢	3.0¢	4.0¢			
	1985	13.05¢	10.05¢	3.0¢		1.0¢	4.0¢	
	1987	16.05¢	11.77¢	4.28¢		1.0¢	4.0¢	
	1988	18.05¢	12.70¢	5.35¢		1.0¢	4.0¢	
2)-	1989	18.655¢	** 13.305¢	5.35¢	1.0¢		4.0¢	5.0¢
	1991	22.155¢	** 15.805¢	6.35¢			9.0¢	
	1992	24.655¢	** 18.305¢	6.35¢			9.0¢	
	1995	24.805¢	*** 18.455¢	6.35¢			9.0¢	
	2003	24.805¢	*** 18.455¢	6.35¢	3) varies		9.0¢	

By Ordinance

* Voter Approval

** 0.6¢ to State Petroleum Cleanup Trust Fund

*** 0.75¢ to State Petroleum Cleanup Trust Fund

1)- 0.05¢ to Inspection Fee to 1989

2)- 0.055¢ to Inspection Fee since 1989

3)- Rate indexed to inflation

> means "more than"

Special-Fuel Tax (Per Gallon)

Legal Citation Chapter 366, Nevada Revised Statutes

Diesel

Federal Tax	24.4 ¢
State Tax	27.75 ¢

Propane (Liquefied Petroleum Gas)

Federal Tax	13.6 ¢
State Tax	22 ¢

Methane (Compressed Natural Gas)

Federal Tax	4.3 ¢
State Tax	21 ¢

Distribution (Cents Per Gallon)

Fuel	Federal Highway Trust Fund			State	
	Highway Account	Mass Transit Account	Leaking Underground Storage Tank	Highway Fund	Petroleum Clean-Up
Diesel	21.44	2.86	0.1	27.0	0.75
Propane	11.47	2.13	0	22.0	
Methane	3.44	0.86	0	21.0	

History

Year	Total Tax	
1923	2.0¢	
1935	4.0¢	
1951	5.0¢	
1953	5.5¢	
1955	6.0¢	
1981	10.5¢	
1982	12.0¢	
1985	13.0¢	
1987	17.0¢	Natural and propane gas used as motor fuel @ 11.72¢
1988	20.0¢	Natural and propane gas used as motor fuel @ 12.65¢
1989	*20.6¢	Natural gas used as motor fuel @ 18.0¢ Propane gas used as motor fuel @ 20.0¢
1990	*22.6¢	Natural gas used as motor fuel @ 18.0¢ Propane gas used as motor fuel @ 22.0¢
1991	*25.1¢	Natural gas used as motor fuel @ 20.5¢ Propane gas used as motor fuel @ 20.5¢
1992	*27.6¢	Natural gas used as motor fuel @ 23.0¢ Propane gas used as motor fuel @ 23.0¢
1995	**27.75¢	Natural gas used as motor fuel @ 23.0¢ Propane gas used as motor fuel @ 23.0¢
1997	**27.75	Natural gas used as motor fuel @ 21.0¢ Propane gas used as motor fuel @ 22.0¢ Emulsified water-phased hydrocarbon fuel @ 19.0¢

* 0.60¢ to petroleum clean-up fund

** 0.75¢ to petroleum clean-up fund

Legal Citation Chapters 482, 484, & 706 Nevada Revised Statutes

Current Annual Registration Rates

\$33	for automobiles, RV's and Motor Homes
\$39	for motorcycles
\$27	for travel trailers
\$33	for trucks, truck tractors, or buses less than 6,000 lbs. DGVW*
\$38	for trucks, truck tractors, or buses between 6,000 and 8,499 lbs. DGVW
\$48	for trucks, truck tractors, or buses between 8,500 and 10,000 lbs. DGVW
\$12	per 1,000 lbs. for units between 10,001 and 26,000 lbs. DGVW
\$17	per 1,000 lbs. for motor-carrier units between 26,001 and 80,000 lbs. DGVW (maximum fee is \$1,360). Interstate motor-carriers prorate this fee and pay only on the percentage of miles driven in Nevada.

Current Annual Permit Fees

\$60	per 1,000 lbs. exceeding 80,000 lbs. for reducible-load units between 80,000 and 129,000 lbs. DGVW (maximum fee is \$2,940)
\$10	for overlength vehicles (longer than 70') carrying reducible loads not exceeding 80,000 lbs. DGVW
\$60	for non-reducible loads carried on over legal-size or weight vehicles.

** Declared Gross Vehicle Weight*

Governmental Services Tax, Driver's License, And Title Fees

GOVERNMENTAL SERVICES TAX

Legal Citation Chapter 371, Nevada Revised Statutes

Current Annual Rates

Basic rate: 4% of vehicle's depreciated assessed valuation. (Initial valuation of the vehicle is 35% of the manufacturer's suggested retail price, without accessories.)

Optional supplemental rate: 1% of vehicle's depreciated assessed valuation in Clark, Churchill, and White Pine counties.

Distribution

Basic Governmental Services Tax: for vehicles registered at a DMV office, 94% is distributed to local governments and 6% to the State Highway Fund as a collection commission. For vehicles registered at a County Assessor's office, 99% is distributed to local governments and the State Highway Fund receives 1%. Local governments use the funds primarily for schools and current debt service.

Supplemental Governmental Services Tax: is an additional fee for vehicles in Clark, Churchill and White Pine counties. The funds are returned to those counties to be used specifically for road construction.

DRIVER'S LICENSE FEES

(4-year renewable)

Legal Citation

Chapter 483, Nevada Revised Statutes

Current Rates

\$22.00 for operating passenger cars

\$17.00 for persons 65 or older

\$8.00 for a motorcycle endorsement

\$87.00 for operating commercial vehicles

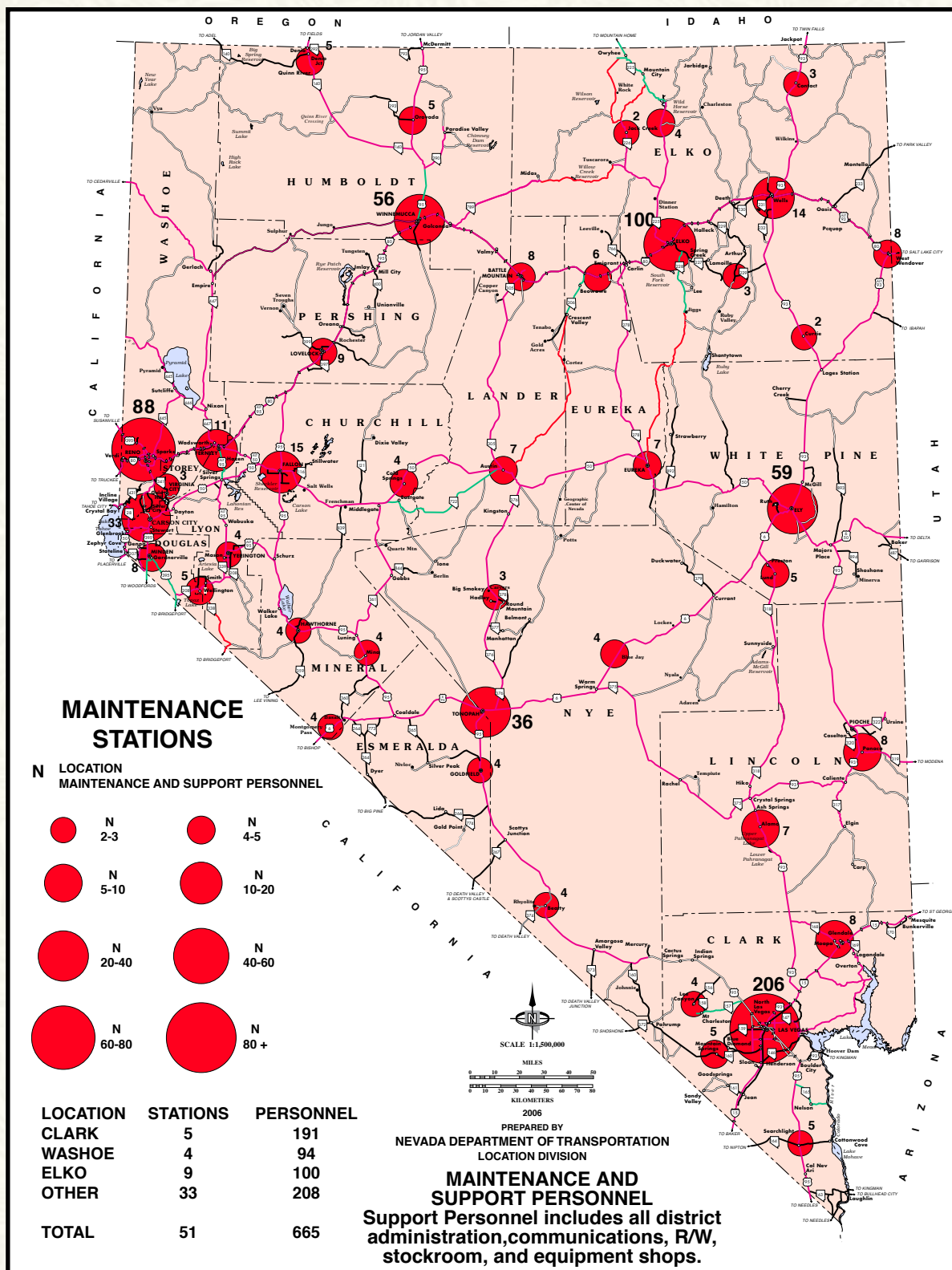


TITLE FEE

(one-time fee)

\$28.25 all vehicles (new title)

Maintenance Stations and Personnel



The Nevada Department of Transportation has changed tremendously over the last 20 years. Rapid population growth and a large rise in commodity movement have greatly increased traffic on Nevada's highways. Even with the recent economic slowdown, this increase in transportation demand brings the burden of maintaining existing facilities and expanding or creating new facilities to meet the demand. Staffing has increased over the years in all areas, but primarily in construction and maintenance-related activities. Workloads are being balanced by improved computer technology, use of consultants, and hard-working staff.

Number of Employees By Function

Year	Administration	Pre-Construction	Construction	Maintenance	Total
1985	154	312	263	662	1,391
1990	161	311	330	667	1,469
1995	163	322	341	668	1,494
2000	182	370	382	717	1,651
2005	187	399	384	780	1,750
2011	185	417	363	849	1,814



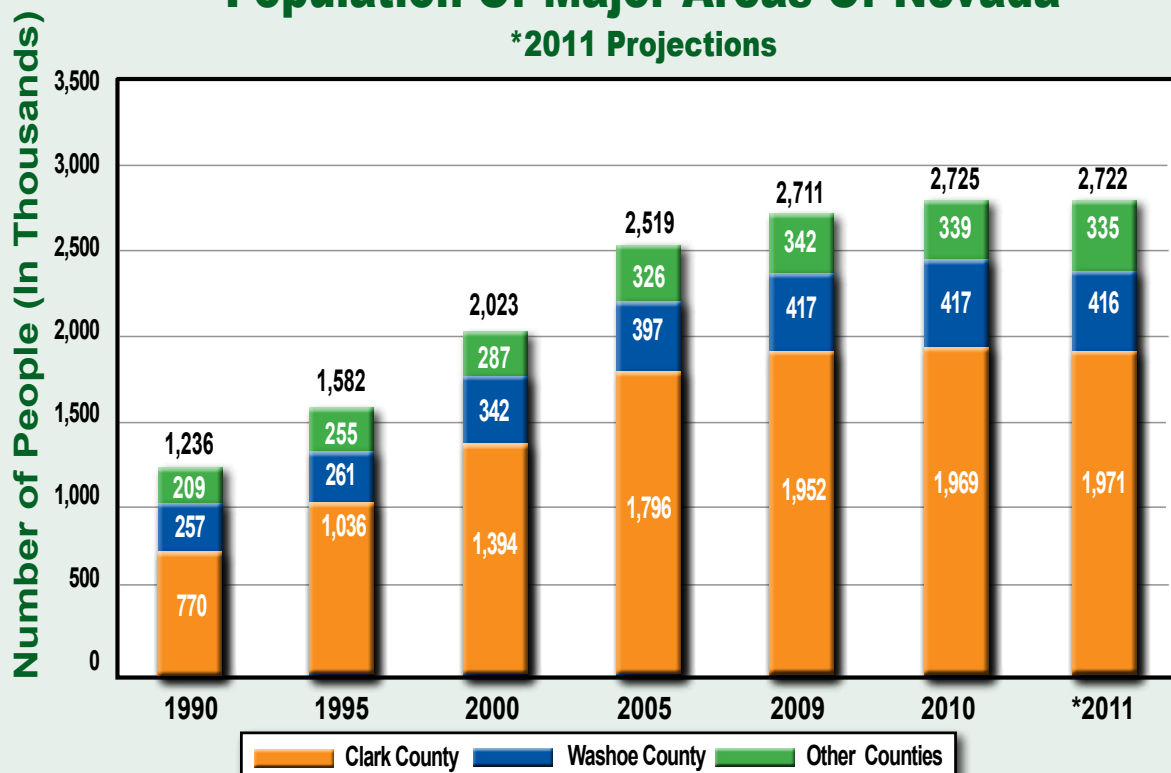
LICENSED DRIVERS AND REGISTERED PASSENGER VEHICLES

Licensed Drivers	1990	848,622
	2011	1,733,094
Passenger Vehicles	1990	898,426
	2011	1,875,219

Nevada has experienced tremendous population growth for over 30 years with little slowdown until the last few years. The State's population has tripled since 1985 to over 2.7 million residents. The majority of the growth has been in the major urban areas.

Population Of Major Areas Of Nevada

*2011 Projections



Without personal transportation, how would you get to work, the doctor or even the grocery store? Nevada's many public transit programs provide transportation that connects Nevada's citizens with the services they need. NDOT's transit program supports local transit providers by administering Federal Transit Administration grants. As administrators of these funds, NDOT is responsible for monitoring and ensuring that rural transit providers comply with federal guidelines. In 2010, NDOT distributed approximately \$8 million in funding throughout the state for vital transit programs.

The result? Each year over one million rides are given on vehicles provided by NDOT's disbursement of federal funding. These rides contribute to the quality of life for many senior and disabled Nevadans by providing access to employment, medical, shopping, government services, cultural activities, and to meet daily transportation needs. Since the program began in 1975, over 400 vehicles have been acquired that operate in sixty Nevada communities including most of the larger rural communities and the state's Indian reservations and colonies.



More than one million rides are offered by bus transit providers across the state every year, providing vital ride-sharing and mobility to reach healthcare, jobs and other opportunities.

TRANSIT RIDERSHIP BY COUNTY Statewide Small Urban and Rural Transportation 2009

County	Total Rides
White Pine	13,394
Washoe	1,750
Storey	0
Pershing	11,254
Nye	21,685
Mineral	6,476
Lyon	33,614
Lincoln	2,164
Lander	1,490
Humboldt	12,582
Eureka	2,991
Esmeralda	7,742
Elko	96,726
Douglas	604,363
Clark	378,829
Churchill	44,795
Carson City	1,257
Total	1,241,112

Bicycles

The Nevada Department of Transportation recognizes bicycling and walking as an essential component of any diverse transportation system and continually integrates these modes into the State's transportation network. The State's Bicycle and Pedestrian Program produces the Statewide Bicycle Plan and Touring Map, identifies needs for facilities, as well as provides routing assistance and informational outreach to both pedestrians and cyclists.



Nevada offers cyclists, and pedestrians, a variety of low volume roadways and diverse terrains by which to travel making it a very popular cross-country touring destination. Bicyclists and pedestrians are permitted on all of Nevada's streets and highways except in areas that have been specifically prohibited by signage such as

urban freeways. For more information regarding bicycle and pedestrian programs in Nevada, visit the Nevada Bicycle Advisory Board's web site at www.bicyclenevada.com.

Nevada Moves Day

Physical activity at an early age, such as walking or bicycling to school, can help reduce childhood obesity-related diseases. It can also reduce traffic congestion involving children being dropped off at school, benefit the environment and introduce safe walking and bicycling skills to children.

NDOT joined with schools and other individuals and groups across the state to establish the first annual Nevada Moves Day in April, 2009, encouraging children and their families to safely walk or bicycle to school. On April 27, 2011 there were over 55 schools statewide that participated in Nevada Moves Day which was more than double the amount of schools that participated the previous year.



NDOT manages the state rail planning process and directs federal funds to help railroads, shippers and local governments improve light-density rail lines. Two Class I, transcontinental railroads: UPRR and Burlington Northern Santa Fe Railway (BNSF) operate within the state of Nevada. The UPRR is the largest carrier in Nevada and owns all 1,085 main line route miles in the state (1,023 miles of single- and 62 miles of double-track). BNSF has track operating rights on 804 route miles or 74 percent of the freight rail line in the state; BNSF does not own any trackage in Nevada.

Freight Rail Routes and Mileage

Route	Description	Route Miles in Nevada	BNSF Trackage Rights (miles)
Overland Route	Oakland, CA to Chicago via Reno and Ogden, UT. (formerly Southern Pacific)	446	377
Central Corridor	Winnemucca to Denver via Salt Lake City.	273	273
Feather River Corridor	Sacramento to Winnemucca.	154	154
Cima/Caliente Subdivision	Los Angeles-Long Beach, CA to Salt Lake City via Las Vegas.	212	0
Total Miles		1,085	804

Amtrak Passenger Rail Service

Current passenger rail service in Nevada consists of Amtrak's California Zephyr route, which travels 2,438 miles between Chicago and the San Francisco Bay Area. The California Zephyr carried a total of 377,876 passengers in 2010. The route began service in 1949 as a joint operation between Chicago Burlington and Quincy Railroad, Denver and Rio Grande Western Railroad, and Western Pacific Railroad. The line experienced various route and name changes over the next 34 years until Amtrak created the current alignment in 1983. The following section summarizes the operational characteristics of Amtrak service in Nevada. Figure 2-X shows the California Zephyr route and the complete Amtrak network in the United States.

Amtrak Passenger Usage in Nevada

City	2009 Passenger Activity	2010 Passenger Activity	% Change
Elko	5,279	6,835	29%
Winnemucca	2,750	3,558	29%
Sparks*	1,168	N/A	N/A
Reno	67,310	69,236	3%
Total	76,507	79,629	4%

Source: Amtrak Fact Sheets FY09-FY10

*Sparks service was discontinued in May 2009

Passenger services from southern Nevada to southern California

There are currently several proposed projects to bring passenger rail service between Las Vegas, NV and southern California. These projects include the DesertXpress that would run from Las Vegas to Victorville and received its Record of Decision in the spring of 2011. Other projects include the X-Train and the maglev project.

Excursion Railroads

Three excursion railroads operate in the state of Nevada: the Nevada Northern Railway, Virginia & Truckee Railroad Company, and the Nevada Southern Railway. Combined, the three railroads operate on 29.5 miles of track and carry about 85,000 passengers annually. The three excursion railroads address a notable component of the state's tourism industry.

Excursion and Tourist Railroads Characteristics

Railroad	Routes	Total Route Miles	Annual Ridership
Nevada Northern Railway	Keystone Route and McGill Junction Route	14	13,000 to 15,000
Virginia & Truckee Railroad Company	Historic Route and Sisters in History Route	12	40,000 to 70,000
Nevada Southern Railway	Boulder City to Railroad Pass	3.5	32,000

It's working for Nevada

Established and incorporated in the Nevada Department of Transportation Planning Division, the Aviation Planning Section is responsible for helping ensure that Nevada's general aviation public and private use airports meet applicable safety requirements and provide maximum utility to their communities and the flying public.

Nevada's public-use airports include two international facilities. Additionally, Nevada has 55 privately owned airports.

There are 33 recognized heliports in the state; heliport usage varies from hospitals and casinos to corporate headquarters, emergency medical operation, electrical generation plants, and mining operations.

The economic value from Rural Aviation in Nevada is \$276M annually. Rural Nevada airports employ 3400, with an annual value of \$94M.



Type	Airport Name	Airport Location	Number	2009 Enplanements
International	McCarran International	Las Vegas	1	39.7 Million
	Reno-Tahoe International	Reno	1	3.1 Million
	Total		2	42.8 Million
Commercial	Elko	Elko	1	32,000
	Ely-Yelland	Ely	1	1,100
	North Las Vegas	North Las Vegas	1	305,110
	Total		3	338,210
Combined Total			5	43.1 Million
General Aviation	Public-Use Airports		48	
	Based Aircraft		2,933	

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Galena Creek Bridge

Nevada Department of Transportation

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